

EVlink

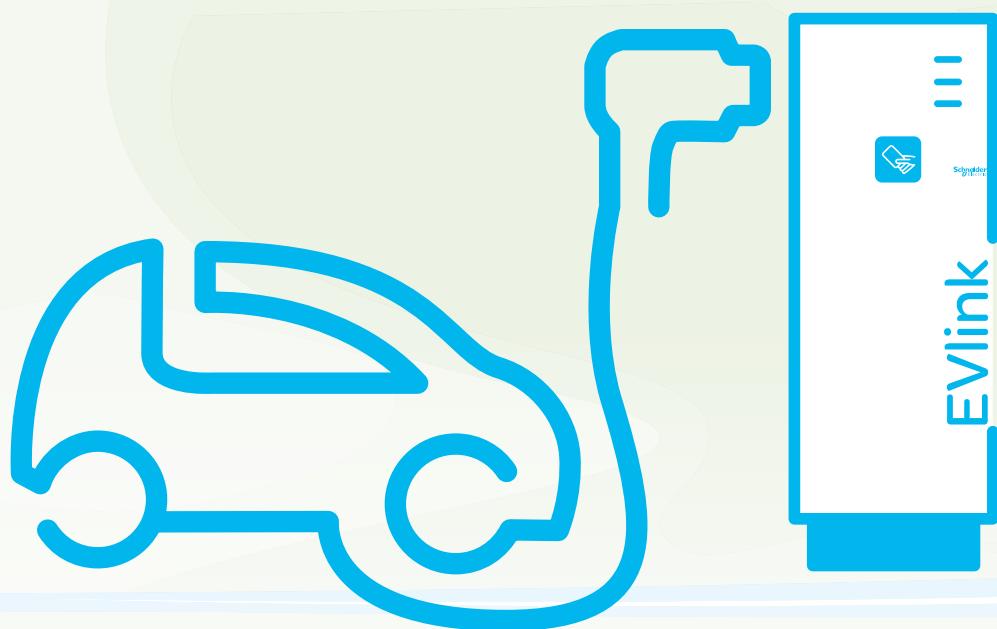
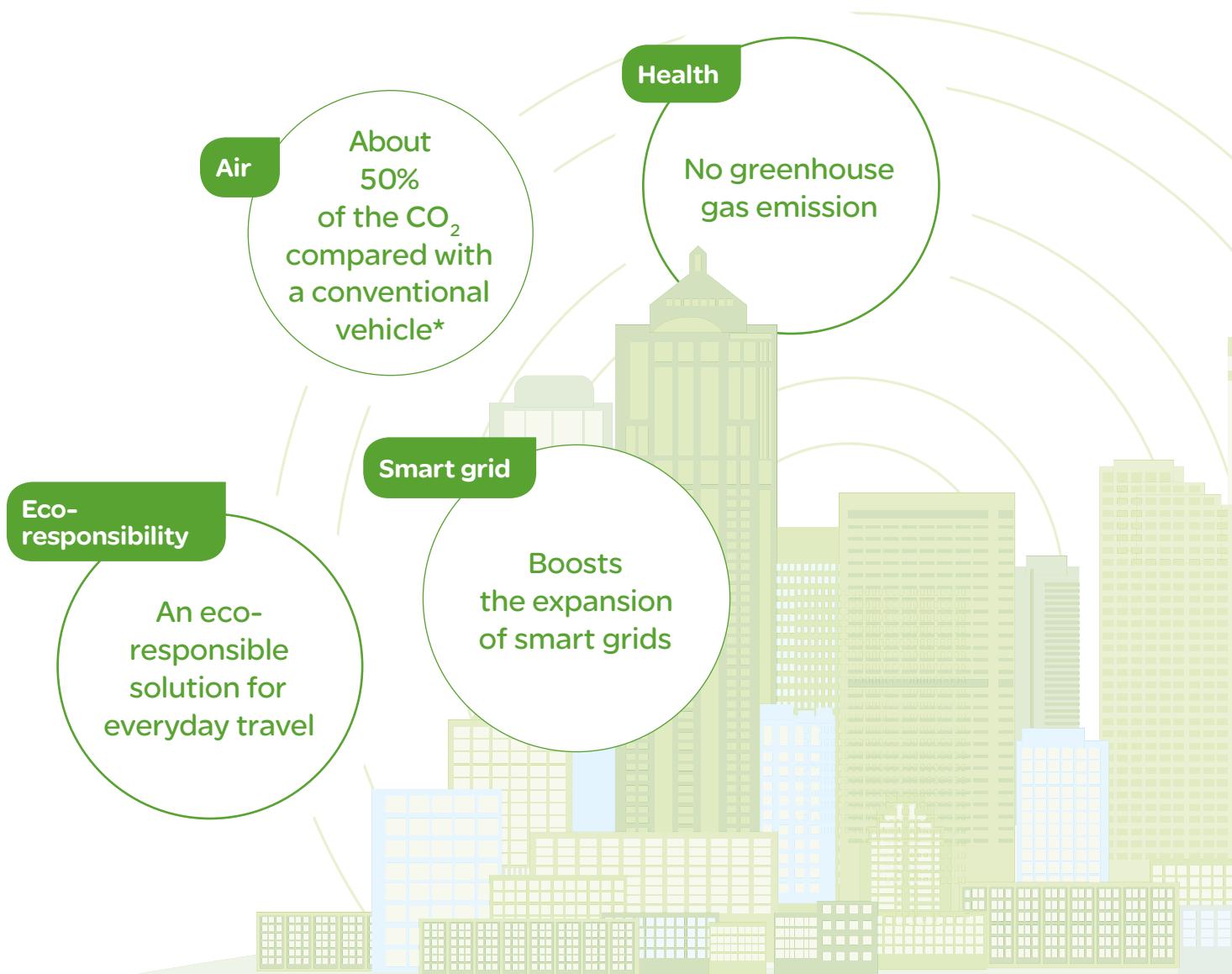
Electric vehicle charging solutions

Catalogue
05.2015



Schneider
 **Electric**

EVlink charging solutions: giving



energy to the future

“ Creation of efficient network for charging stations will greatly boost the development of electric vehicles”

Schneider Electric is a partner of the SAVE and ISSYGRID charging network projects and other international projects.

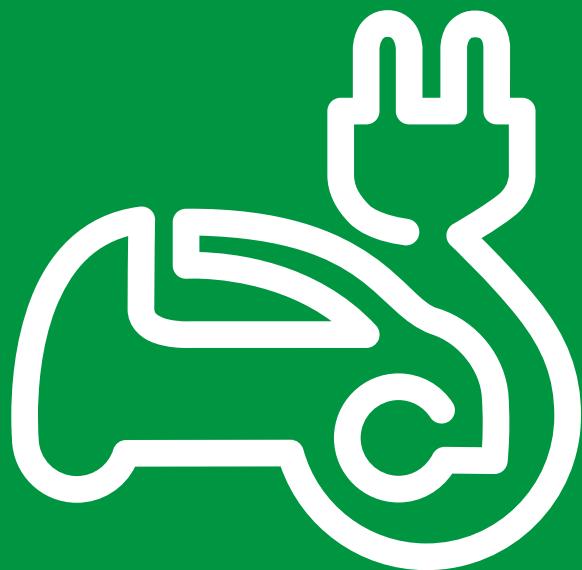
Our partners have chosen to equip their dealer's premises with EVlink charging stations



A voluntary quality marking. Interoperability, Performance and durability certified by ASEFA, a third party laboratory. Schneider Electric is involved in E.V. Ready project.



A founding member of the EV Plug Alliance, Schneider Electric is campaigning for the rapid adoption of charging infrastructure standards.



Electric vehicle
charging solutions

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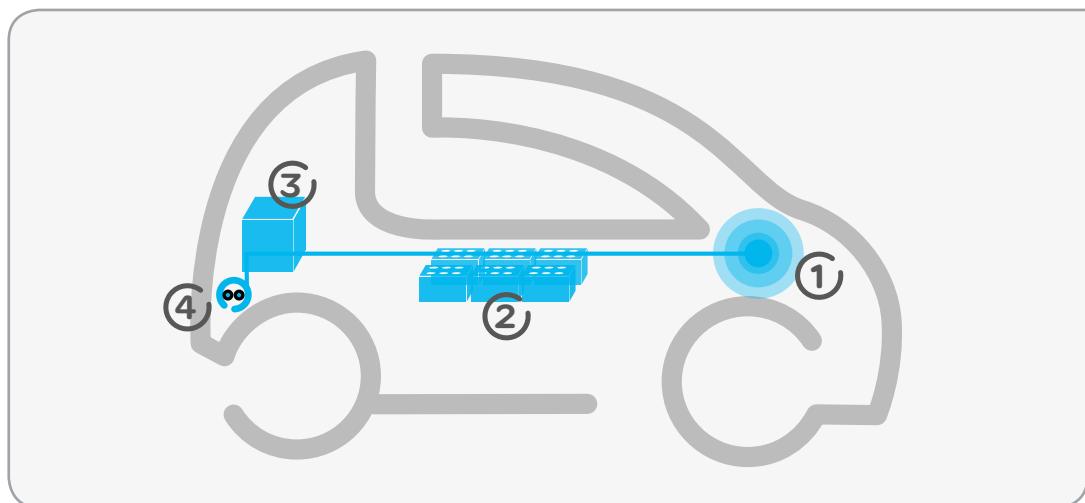
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Discovery

The electric vehicle

4 major items:



Focus on technology

The batteries

Battery technology has made very significant progress in recent years.

Lead has gradually been discarded for other more efficient compounds.

Research is continuing with a view to improving capacity and reducing weight and heating during power inrush.

The technology commonly used at present is lithium-ion.

These new batteries have no memory effect and can therefore be charged without having to wait for them to be completely discharged.

They can be found in telephones, laptop computers and certain aircraft, but also in electric cars.

① The motor

One or more motors equip the vehicle. Depending on size and performance, the total capacity ranges between 15 and 200 kW.

Example: 48 kW (65 hp) for a small 4-seater saloon.

② The battery set

It provides the energy necessary for the motor to operate. Charging takes place either during deceleration of the vehicle (motor in generator mode) or upon connection to a charging station.

The capacity of the batteries is approximately 5 to 40 kWh, at a voltage of 300 to 500 V.

Battery and distance range

The vehicle's distance range depends on battery capacity but also the driving style, the route configuration and the use of accessories (headlights, heating, etc.).

③ The charger

The charger converts the alternating current from the charging station into direct current and limits the inrush current to the maximum acceptable by the cable + charging station combination.

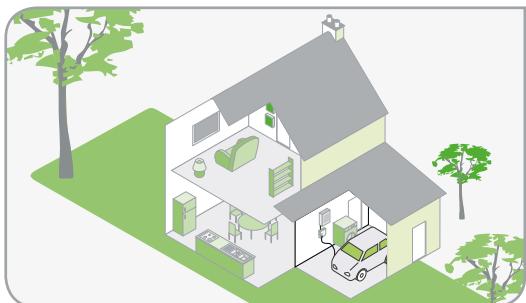
④ The charging inlet

The vehicle is equipped with one or two inlets by the manufacturer depending on the type of charging required:

- > at least one inlet for 'normal' or 'accelerated' charging on the AC network
- > possibly a second inlet for charging at a fast charging station



Where to charge



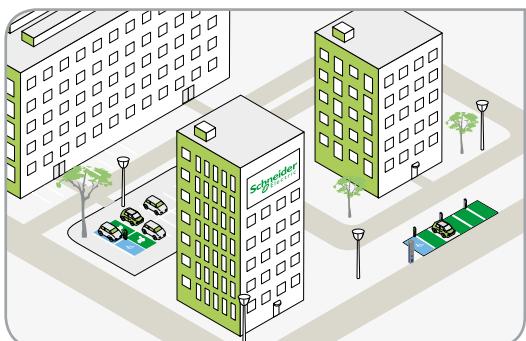
At home

A charging station dedicated to private usage is installed in the garage.



At home - apartment complex

A charging station dedicated to indoor or outdoor usage, installed on a private parking place.

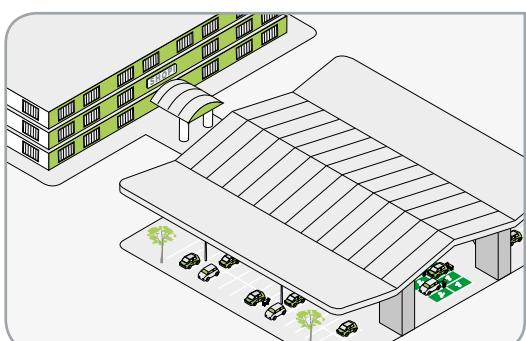


At work

Some companies decided to install charging stations in their own parking areas.

They have the choice: either free or paid charging for users.

Municipal fleets, and the fleets of delivery services and government departments generally have parking areas fully equipped for charging their electric vehicles.

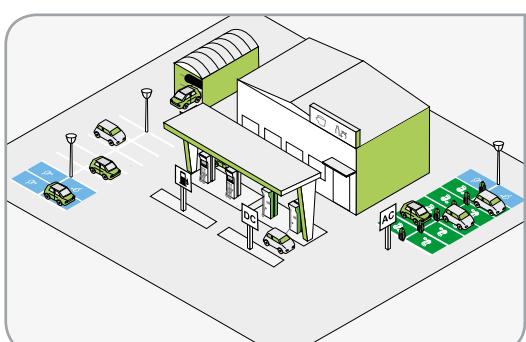


On a private parking area

Aware of new customer expectations, operators of covered public parking area frequently propose charging stations on their parking areas.

They can generally be accessed with a badge, based on various commercial conditions.

Municipalities and car park managers are now developing these services.

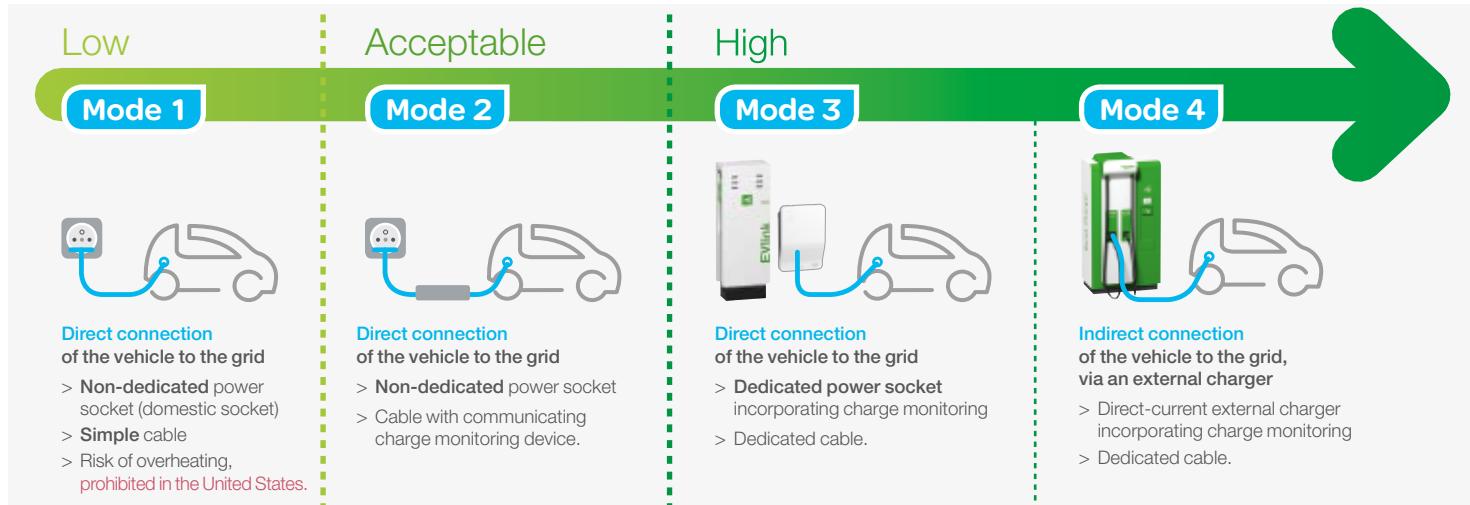


At service station

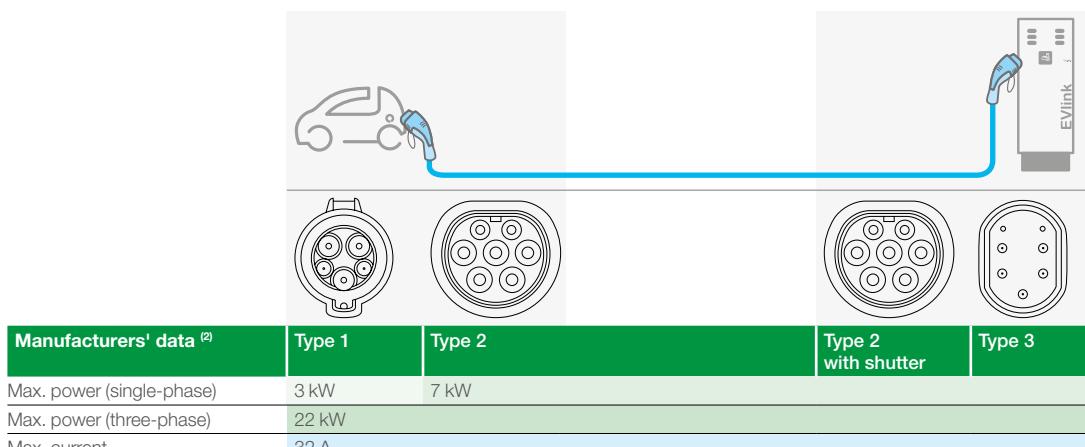
Service stations equipped for fast charging are appearing at test locations in some countries. The 30 minutes of charging required are used to have a break or do some shopping in the supermarket.

Charging

➤ The charging mode determines the protective level



➤ The type of charging connector determines the maximum permissible charging capacity⁽¹⁾



(1) Subject to a suitable cable cross section.

(2) The IEC 62196-62 standard defines higher values in anticipation of technological development.

➤ The effective charging capacity is that of the weakest 'link', for example:

Vehicle charger	Cable / charging mode	Charging point	Effective charging capacity
7 kW	3 kW (mode 2)	Domestic power socket 2 kW	2 kW
7 kW	7 kW (mode 3)	EVlink 22.1 kW	7 kW

➤ The power of the source determines the speed of charging*

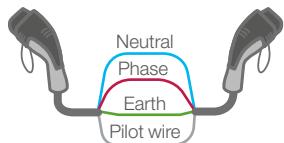
Example for a vehicle fitted with a 22 kWh battery and having a touring range of 150 km:

Source used	Domestic power socket	Dedicated AC power socket	Dedicated DC power socket
Power	Single-phase: 2 kW	Single-phase: 7 kW	Three-phase: 22 kW
Time to 'fill up'	12 h	5 h	1h30 min
% of charge reached in 30 min	4%	10%	34%

* Subject to the use of a suitable cable.

Focus on technology

The charging cable



A 'pilot' wire allows data communication between the vehicle and the charging station. The latter will start charging only if the following information is present:

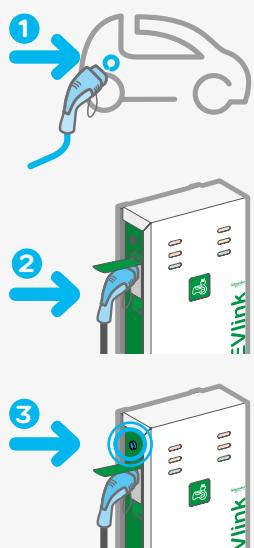
- vehicle connection OK
- vehicle earthing OK
- indication of the maximum power allowed by the charger.

➤ Using a charging station

Check the availability of the charging station



Plug in to the charging station

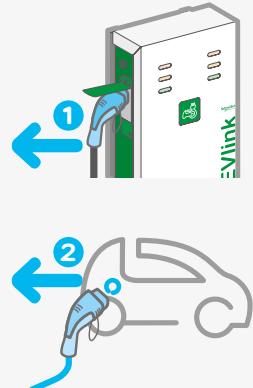


Check that the vehicle is fully charged

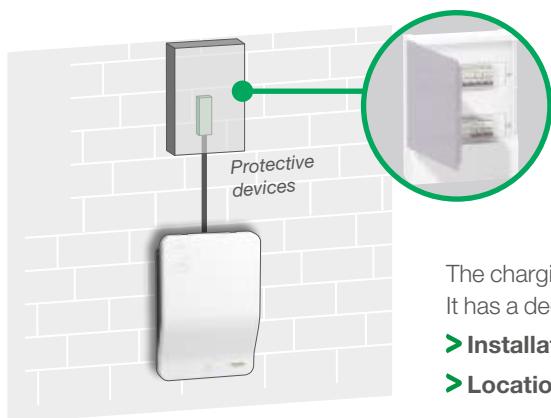


Charging can be stopped manually at any time

Disconnect from the charging station

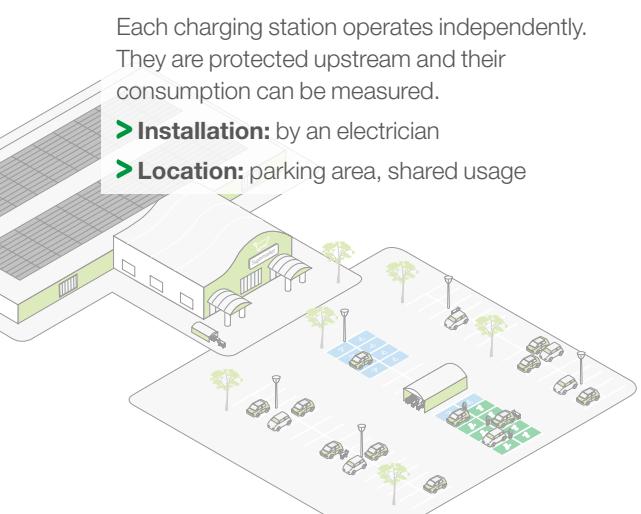


Charging architectures

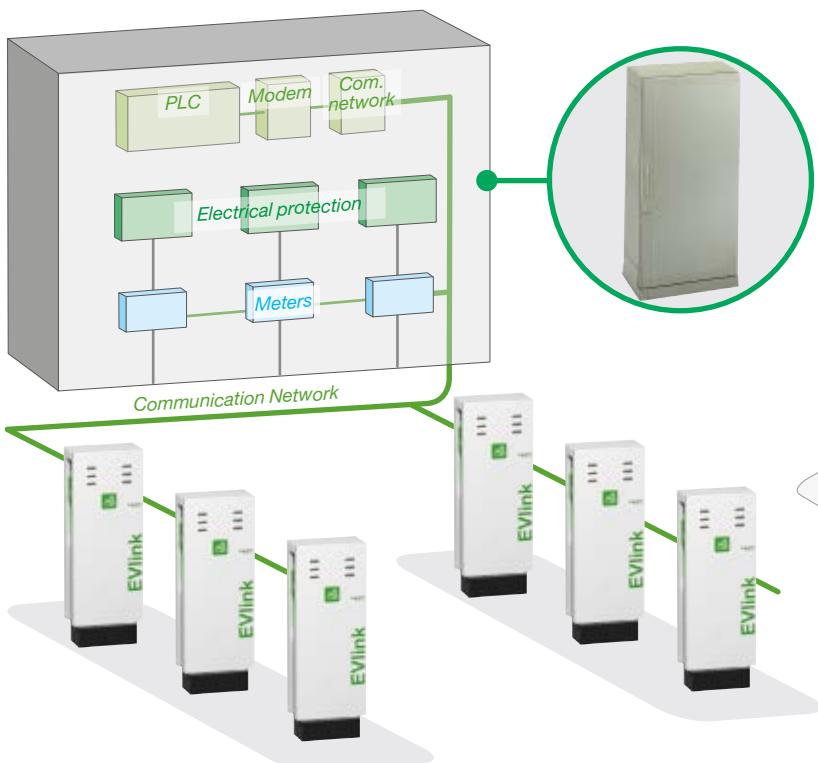
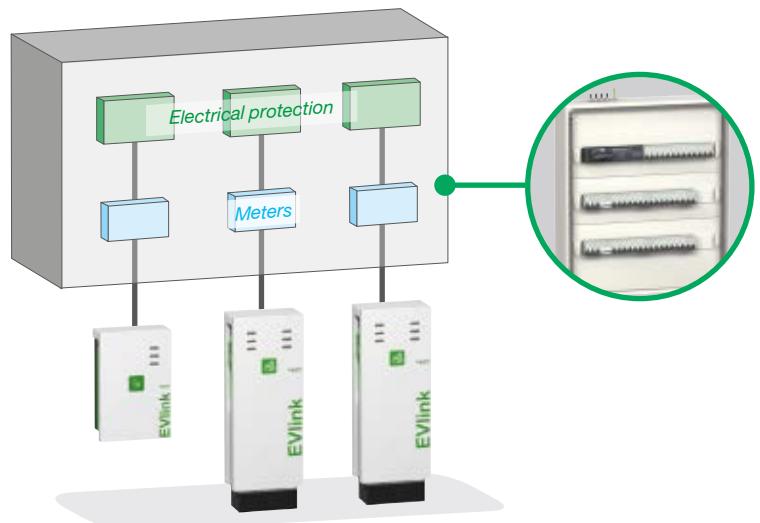


The charging station operates autonomously.
It has a dedicated protective device.

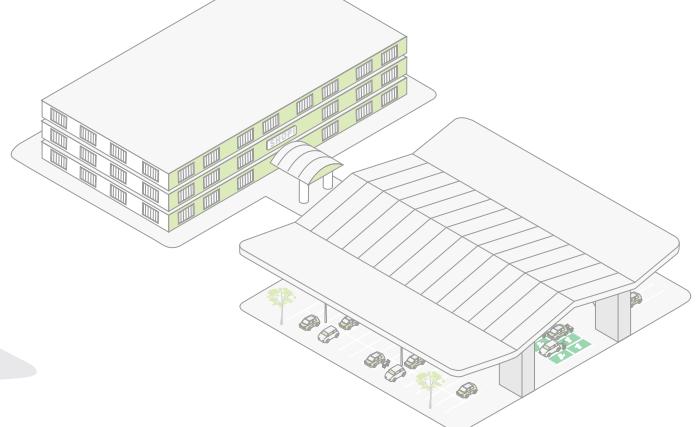
- **Installation:** by an electrician
- **Location:** residential, private usage



- **Installation:** by an electrician
- **Location:** parking area, shared usage



- **Project:** Schneider Electric project to customer specifications
- **Location:** parking charging station, shared usage, fleet charging station



The EVlink product range

Electric vehicle charging stations

Overview of EVlink charging stations

▼

EVlink Residential
Standard residential



NEW

EVlink Wallbox
Tough environment



EVlink Parking
Tough environment



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Charging stations with or without attached cable

- > Power range: 3.7 to 11 kW
- > For single-phase and three-phase networks
- > **Indoor installation**
- > Wall-mounted

Water resistant and shockproof charging stations with or without attached cable

- > Power range: 3.7 to 22 kW
- > For single-phase and three-phase networks
- > **Outdoor - indoor installation**
- > Wall-mounted
- > 2 years warranty **NEW**

Free-access charging stations

- > 1 or 2 socket-outlets
- > Power range: 7.4 or 22.1 kW
- > For single-phase or three-phase network
- > **Outdoor - indoor installation**
- > Floor-standing or wall-mounted



To connect the car to the charging station

EVlink Cable

Several vehicle connector / plug combinations are available for charging stations.

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Protection and monitoring panels for EVlink Parking charging stations

Standard architectures, turnkey or to be built to Schneider Electric specifications.
Based on protection, metering, automation and communication components.

Suggested applications	EVlink Residential	EVlink Wallbox	EVlink Parking	EVlink Parking RFID	EVlink Fast Charge	Energy Management	Supervision
Private garage indoor	●	●				●	
Private place outdoor		●				●	
Block of flats – underground parking area	●	●				●	●
Block of flats – outdoor parking area	●	●	●	●		●	●
Public covered parking area	●	●	●	●			●
On street parking place				●	●		●
Private corporate parking area	●	●	●	●			●
Hotel parking area	●	●	●	●		●	●
Shopping center parking area	●	●	●	●			●
Fleet parking area	●	●	●	●	●	●	●
Car sharing parking place				●			●
Gas charging station					●		●

Schneider
Electric supports
you throughout
the project
and during
exploitation:

Design, implementation
and maintenance service
offers. Audits and expert
analysis.

EVlink Parking (RFID)

Tough environment,
user authentication



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EVlink Fast charge

Custom designed for projects only



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Access charging stations with RFID badge

- > 1 or 2 socket-outlets
- > Power range: 7.4 to 22.1 kW
- > For single-phase or three-phase network
- > **Outdoor - indoor installation**
- > Floor-standing or wall-mounting

Charging stations with or without RFID badge monitoring (wireless, contactless)

- > 1 or 2 attached cables
- > Direct current power: 60 kW
- > Alternating current power: 43 kW
- > For three-phase network
- > **Outdoor - indoor installation**
- > Floor-standing mounting



Savings on costs

Energy and cluster management software

- > Management of charging stations clusters
- > Energy management
- > Data transfer to Supervision

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Enterprise-wide management

Supervision

- > Usage analysis
- > Maintenance
- > Drivers management

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EVlink Residential

In short



Extensive choice

Range of 6 charging stations:

- > Wall-mounted
- > 3.7 to 11 kW charging
- > Without attached cable: T3 socket-outlet with silver plated contacts
- > With attached cable: T1 or T2 connector

Robustness

Mechanical strength: IK08

Indoor installation: IP41

Easy to use

'Plug & charge'

Energy management

The charging power can be automatically reduced by means of a load-shedding device, in order to avoid a black out during the activation of high power priority loads (oven, dish washer...).

Charging operations can be locked in peak hours by means of an off-peak hours contactor, in order to reduce the cost. When started during off-peak hours, the charging can be maintained or not in peak hours.

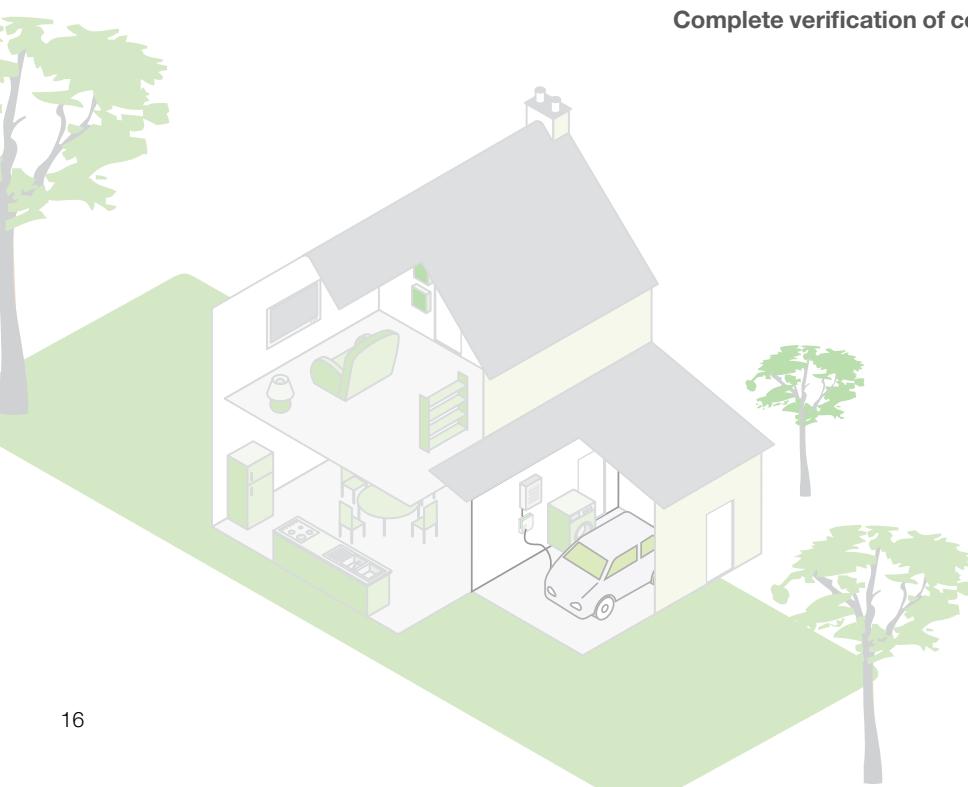
Installation

By an installer: a trained electrician

The installer performs an audit of the home's electrical installation, which must be able to withstand without risk the power inrush during charging.

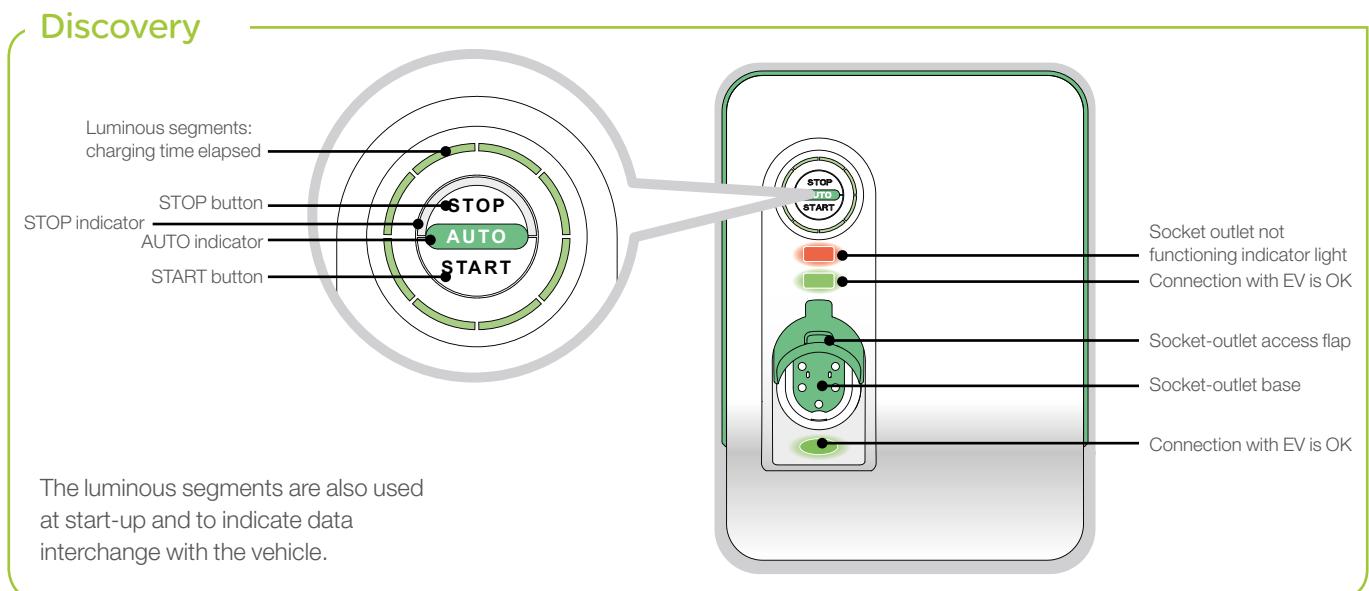
The electrical switchboard is arranged to receive the appropriate protective devices in accordance with electrical regulations.

Complete verification of correct operation using the EV simulation tool.



Application

EVlink Residential charging stations are designed to allow private users to have a charging point dedicated to their electric vehicle: in their garage, integrated into the house or not.



3 possible ways to start charging:

- ① **Automatic:** immediate, after connection
- ② **Deferred:** at defined times, upon information from an 'off-peak hours' contactor or a time switch
- ③ **Forced:** by pressing the 'START' button, without waiting for deferred engagement

3 possible ways to stop charging:

- ① **Automatic:** when charging is completed
- ② **Early:** at the end of off-peak hours or at the end of the time slot programmed in the time switch
- ③ **Forced:** by pressing the 'STOP' button without waiting for automatic or early stoppage

The 'Deferred' and 'Early' controls are available after adding an 'off-peak hours' contactor or a time switch.

EVlink Residential

Characteristics



EVlink Residential allows the implementation of a 'ZE Ready' installation subject to setup in accordance with Renault's instructions and performed by an accredited professional.

Characteristics of the power supply network

- > Frequency: 50 Hz or 60 Hz
- > Earthing system: TT or TN
- > Voltage required for the power circuit:
 - 230 V~ 1P+N for 3.7 and 7.4 kW charging stations
 - 400 V~ 3P+N for 11 kW charging stations
- > Voltage required for the monitoring circuit: 230 V~ 1P+N
(Supply can be diverted from the main power cable)

Charging characteristics

- > Mode 3 with T3 socket-outlet or attached cable with T1 or T2 connector
- > Communication between charging station and vehicle via charging cable as per IEC 61851

Information:

- > Vehicle earthed during charging
- > Charging current limiting according to the capacity of the weakest element of the charging system (vehicle, charging cable, charging station)
- > Charging station switching to not available mode upon a charging cable or network error detected

Mechanical and environmental characteristics

- > Material: polycarbonate
- > Degree of protection (as per IEC 60529): IP41
- > Degree of mechanical protection (as per IEC 62262): IK08

Charging station type	Total weight	Dimensions (HxLxD)
Charging station without attached cable	2.5 kg	323 x 242 x 100 mm
Charging station with attached cable	5 kg	

Environment

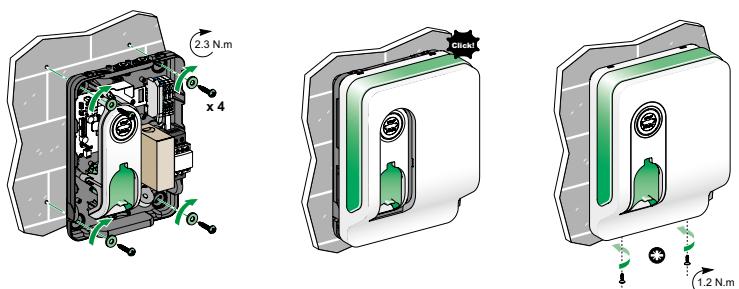
Working temperature	-25°C / +50°C
Storage temperature	-50°C / +80°C
Relative humidity rate (RH)	< 93%

Certification

EVlink Residential has obtained the CB test certificate issued by the LCIE test laboratory, establishing compliance with the IEC 61851-1 and IEC 61851-22 standards.

Easy to install

Surface mounting, arrival of the power supply duct at the bottom of the housing.



Commercial references

> Residential charging stations



Marketing	Socket-outlet or connector type	Power (kW)	Supplied with circuit breaker ⁽¹⁾	Ref.
With socket-outlet				
Available in France only	T3 ⁽²⁾	3.7	yes	NCA11130
		7.4	yes	NCA11230
International				
	T3 ⁽²⁾	3.7	no	NCA19130
		11	no	NCA19330
With attached cable ⁽³⁾				
International ex France	T1	3.7	no	NCA11100
	T2	11	no	NCA19310

(1) 30 mA residual current circuit breaker, rating according to charging station power.

(2) With silver plated contacts.

(3) Cable holder (Ref. NCA00100) included.

To connect the car to the charging station
EVlink Cable



Several vehicle connector / plug combinations are available for charging stations.

Please refer to page 35

Electric vehicle simulation tool



It allows complete verification of satisfactory operation of the charging station and charging cable, in the field.

Reference: **NCA93100**

Cable holder



It allows the cable to be wound up for easy storage.
It is installed on the wall.

Reference: **NCA00100**

EVlink Wallbox NEW

In short



Extensive choice

Range of 14 charging stations:

- > Rated charging power: 3.7, 7.4, 11 or 22 kW
- > T2 socket-outlet with or without shutter or attached cable with T1 or T2 connector

Robustness

High protection against mechanical impacts: IK10

Suitable for an outdoor use: IP54

Easy to use

'Plug & charge'

One-touch stop/restart

The enclosure acts as a hanger for the attached cable

Energy management option

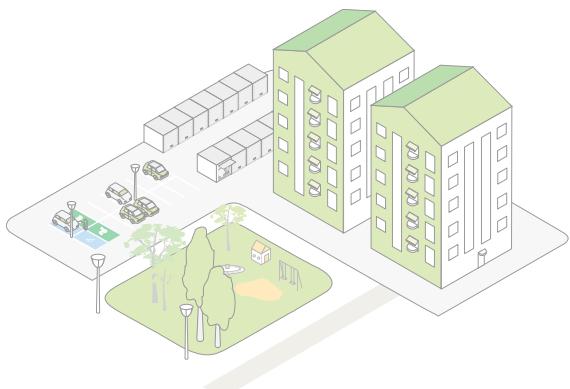
Delayed start to charge only during off-peak hours or temporary current limitation (from 16 A to 10 A or from 32 A to 16 A) to reduce the overall building consumption.

The option can be activated through an external contact hardwired to the station.

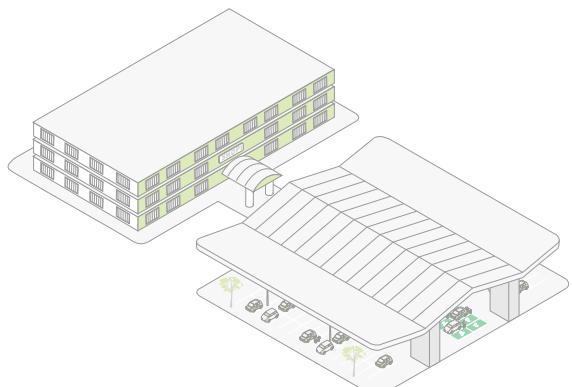
At home



At home - apartment complex



On a private parking area



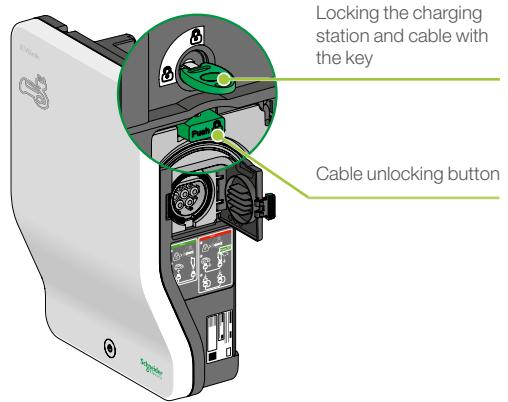
Application

The charging stations are weatherproof and robust therefore can be used in tough environments:
At home and private properties (condominium, corporate car park, hotel...)

Discovery



Charging station with attached cable



Charging station with socket-outlet



Charging station unlocked

Locking the station with the key

- > Impossible to insert the plug
- > Impossible to extract the cable
- > Impossible to stop/start charging



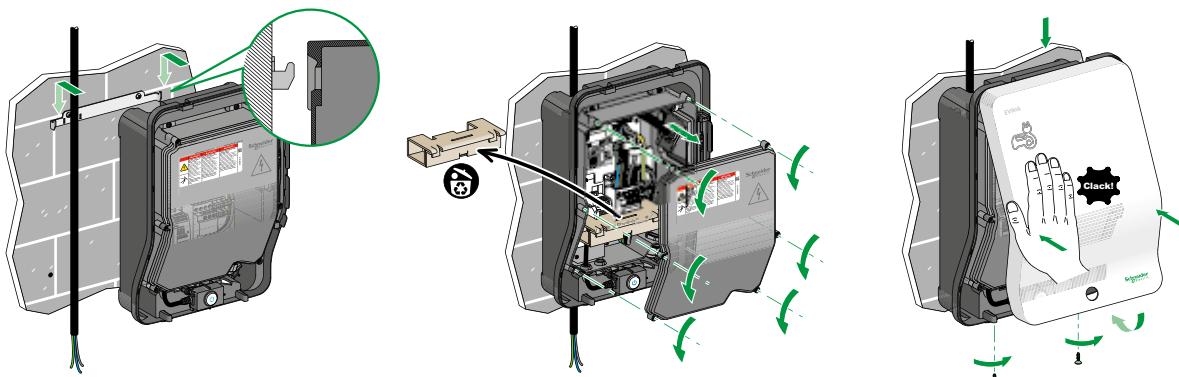
Charging station locked

Easy to install

Can be installed in under 30 minutes by a single technician; no special tools required

Can be wired from the top, bottom or back

Can be commissioned right away



EVlink Wallbox NEW

Characteristics



Standards

- > IEC/EN 61851-1 ed 2.0
- > IEC/EN 61851-22 ed 1.0
- > IEC/EN 62196-1 ed 2.0
- > IEC/EN 62196-2 ed 1.0

Characteristics of the power supply network

- > 220-240 V single-phase - 50/60 Hz for 3.7 and 7.4 kW charging stations
- > 380-415 V three-phase - 50/60 Hz for 11 and 22 kW charging stations

Mechanical and environmental characteristics

- > Ingress protection code: IP54
- > Impact protection code: IK10
- > Operating temperature: -30°C to +50°C
- > Storage temperature: -40°C to +80°C
- > Attached cable length: 4 m
- > Energy management: deferred charging start or charging current limitation (16 A to 10 A, 32 A to 16 A)

Access control

- > By key lock

Guarantee

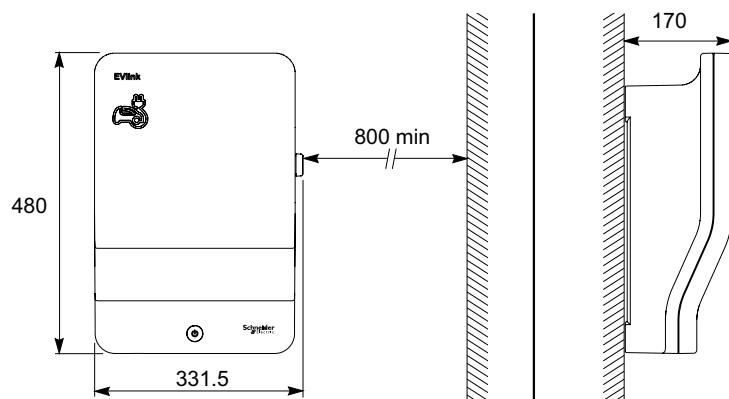
- > 2 years warranty NEW



Certification

EVlink Wallbox has obtained the CB test certificate issued by the LCIE test laboratory, establishing compliance with the IEC 61851-1 and IEC 61851-22 standards.

Dimensions (mm)



5.6 kg

7.5 kg (with attached cable)

Commercial references

> EVlink Wallbox



Description	Socket-outlet or connector type	Power (kW)	Ref.
With socket-outlet			
	T2	3.7	EVH2S3P02K
		7.4	EVH2S7P02K
		11	EVH2S11P02K
		22	EVH2S22P02K
	T2 with shutter	3.7	EVH2S3P04K
		7.4	EVH2S7P04K
		11	EVH2S11P04K
		22	EVH2S22P04K
With attached cable			
	T1	3.7	EVH2S3P0AK
		7.4	EVH2S7P0AK
	T2	3.7	EVH2S3P0CK
		7.4	EVH2S7P0CK
		11	EVH2S11P0CK
		22	EVH2S22P0CK

> Protective devices & optional equipments

Description				
Charging	Single-phase		Three-phase	
Rated Power - Current	3.7 kW - 16 A	7.4 kW - 32 A	11 kW - 16 A	22 kW - 32 A
Protection				
Circuit breaker (over-current) ⁽¹⁾	20 A Curve B or C ⁽²⁾	40 A Curve C	20 A Curve C or D ⁽²⁾⁽³⁾	40 A Curve C
RCD (residual-current) ⁽¹⁾	30 mA type A SI ⁽⁴⁾	30 mA type A SI ⁽⁴⁾	30 mA type B	30 mA type B
Deferred start				
Contactor Acti 9 iCT	A9C23715	A9C23715	A9C23715	A9C23715
Load-shedding				
Relay DSE'clic	15910	15910	15910	15910

(1) References to be defined by front offices.

(2) Depends on the coordination with the upstream protections.

(3) Depends on the risk of unexpected tripping due to the vehicle inrush current when starting the charge

(4) A type B may be required in some countries. Refer to the local regulation.

To connect the car to the charging station

EVlink Cable



Available with a T1 or T2 connector.

Please refer to page 35

Electric vehicle simulation tool



It allows complete verification of satisfactory operation of the charging station and charging cable, in the field.

Reference: **NCA93100**

EVlink Parking

In short



Extensive choice

Range of 48 charging stations:

- > Floor-standing or wall-mounted
- > 7.4 to 22.1 kW
- > T2 socket-outlet
- > T2 socket-outlet with shutter - silver plated contacts
- > T3 socket-outlet with silver plated contacts
- > 1 or 2 socket-outlets per charging station
- > With or without RFID badge reader, for user identification

Robustness

Mechanical strength, IK10

Indoor and outdoor use

High IP level: IP54

Supplement

Independent charging stations: simplified automation

Grouped charging stations: common **energy management functionalities, supervision on web pages**

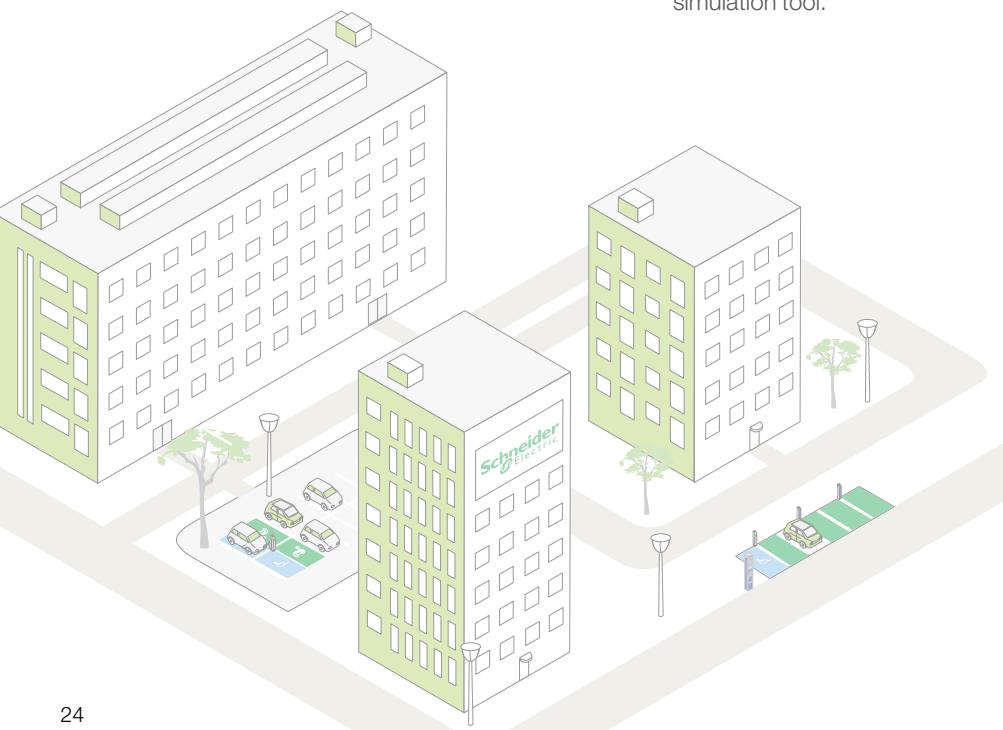
Installation

By a single person: a trained electrician

The charging station is delivered in three packages for easier handling and installation.

The electrical switchboard is adapted or created to help to ensure the optimal level of protection and monitoring on the charging stations.

Complete verification of correct operation using the electric vehicle simulation tool.



Application

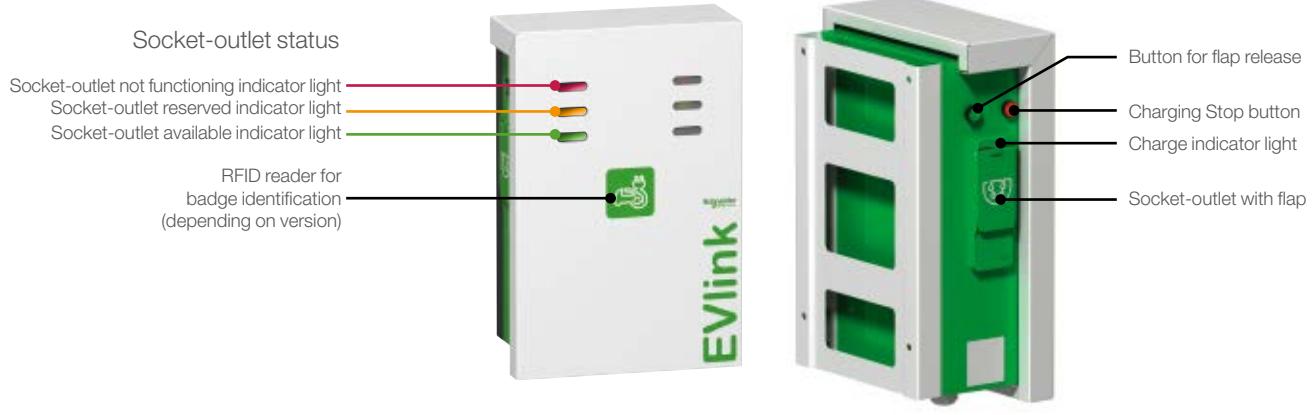
The EVlink Parking charging station product range is designed to meet the requirements of parking areas (closed, with filtered access, or under surveillance):

Parking areas of:

- companies
- fleets
- car lease, etc.

The charging stations can be installed **outdoors** or **indoors**.

Discovery



Independent charging stations

One or more charging stations can be connected to the same protection panel but operate completely independently via their own on-board control functions:

- > Automatic charging controls
- > RFID access control to charging (depending on version)
- > etc.

The protection panel may be that of a building.



Clustered charging stations

Advanced control functions:

- > EVlink Energy management
- > EVlink Supervision

are accessible when the charging stations are clustered.

They are then under the control of a programmable logic controller and network components: switch, GPRS modem, etc.

These components are brought together in a protection, monitoring and control panel dedicated to the set of charging stations.

A set consists of floor-standing and/or wall-mounted charging stations, up to 30 socket-outlets.



EVlink Parking

Characteristics



The appearance may be customized on request.

Please don't hesitate to contact your Schneider Electric representative to assist you in this project.



EVlink Parking with T3 socket-outlet allows a 'ZE Ready' installation subject to setup in accordance with Renault's instructions and performed by an accredited professional.

Characteristics of the power supply network

- > Frequency: 50 Hz or 60 Hz
- > Earthing system: TT or TN
- > Power circuit voltage (provide for 1 charging point):
 - 230 V ~ 1P+N for 7.4 kW charging stations
 - 400 V ~ 3P+N for 22.1 kW charging stations
- > Control circuit voltage (provide for a specific circuit): 230 V ~ 1P+N

Information:

Each circuit must have upstream protection against overloads, short circuits and insulation faults.

Charging characteristics

- > Mode 3 with T3, T2 or T2 with shutter socket-outlet
- > Communication between charging station and vehicle via charging cable as per IEC 61851

Information:

- > Vehicle earthed during charging
- > Charging current limiting according to the capacity of the weakest element of the charging system (vehicle, charging cable, charging station)
- > Charging station switching to not available mode upon a charging station or charging cable or network error detected

RFID reader (depending on model)

- > Access to the socket-outlet by unlocking the flap after wiping the badge in the reader
- > Frequency of reading and writing: 13.56 MHz
- > Compatible with badges to ISO 15693 and ISO 14443 A and B standards
- > 10 badges supplied with each charging station equipped with a reader

Mechanical and environmental characteristics

- > Material: painted steel, with corrosion protection treatment on covers
- > Degree of protection (as per IEC 60529): IP54
- > Degree of mechanical protection (as per IEC 62262): IK10

Charging station type	Total weight	Dimensions (HxLxD)
Floor-standing charging station	43.5 kg	1 425 x 330 x 200 mm
Wall-mounted charging station	25.7 kg	460 x 330 x 165 mm

Environment

Working temperature	-25°C / +50°C
Storage temperature	-40°C / +80°C
Relative humidity rate (RH)	< 95 %
Maximum altitude	2 000 m

Certification

EVlink Parking has obtained the CB test certificate issued by the LCIE test laboratory, establishing compliance with the IEC 61851-1 and IEC 61851-22 standards.

Commercial references

> Floor-standing charging stations



EVF1S7P0•
EVF1S22P0•

One socket-outlet charging station.



EVF1S7P••R
EVF1S22P••R

Two socket-outlets charging station (possibility to charge 2 vehicles simultaneously), with RFID reader.

Charging station type	No. of socket-outlet	Socket-outlet type	Power	
			7.4 kW	22.1 kW
Plug & Charge - without RFID reader				
	1	T2	EVF1S7P02	EVF1S22P02
		T2 with shutter ⁽¹⁾	EVF1S7P04	EVF1S22P04
		T3 ⁽¹⁾	EVF1S7P03	EVF1S22P03
	2	T2	EVF1S7P22	EVF1S22P22
		T2 with shutter ⁽¹⁾	EVF1S7P44	EVF1S22P44
		T3 ⁽¹⁾	EVF1S7P33	EVF1S22P33
With RFID reader				
	1	T2	EVF1S7P02R	EVF1S22P02R
		T2 with shutter ⁽¹⁾	EVF1S7P04R	EVF1S22P04R
		T3 ⁽¹⁾	EVF1S7P03R	EVF1S22P03R
	2	T2	EVF1S7P22R	EVF1S22P22R
		T2 with shutter ⁽¹⁾	EVF1S7P44R	EVF1S22P44R
		T3 ⁽¹⁾	EVF1S7P33R	EVF1S22P33R

(1) Socket-outlet with silver plated contacts.

> Wall-mounted charging stations



EVW1S7P0•
EVW1S22P0•

One socket-outlet charging station.



EVW1S7P••R
EVW1S22P••R

Two socket-outlets charging station (possibility to charge 2 vehicles simultaneously), with RFID reader.

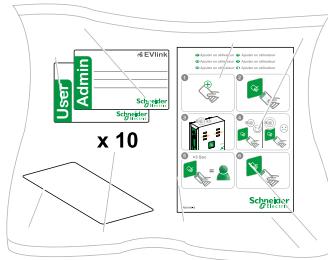
Charging station type	No. of socket-outlet	Socket-outlet type	Power	
			7.4 kW	22.1 kW
Plug & Charge - without RFID reader				
	1	T2	EVW1S7P02	EVW1S22P02
		T2 with shutter ⁽¹⁾	EVW1S7P04	EVW1S22P04
		T3 ⁽¹⁾	EVW1S7P03	EVW1S22P03
	2	T2	EVW1S7P22	EVW1S22P22
		T2 with shutter ⁽¹⁾	EVW1S7P44	EVW1S22P44
		T3 ⁽¹⁾	EVW1S7P33	EVW1S22P33
With RFID reader				
	1	T2	EVW1S7P02R	EVW1S22P02R
		T2 with shutter ⁽¹⁾	EVW1S7P04R	EVW1S22P04R
		T3 ⁽¹⁾	EVW1S7P03R	EVW1S22P03R
	2	T2	EVW1S7P22R	EVW1S22P22R
		T2 with shutter ⁽¹⁾	EVW1S7P44R	EVW1S22P44R
		T3 ⁽¹⁾	EVW1S7P33R	EVW1S22P33R

(1) Socket-outlet with silver plated contacts.

EVlink Parking

Commercial references

Pack of 10 RFID badges



For charging stations equipped with a RFID reader.

The badges are supplied blank, ready to be programmed to identify an administrator or user.

Sheet of labels to be stuck on the badges:
1 administrator + 9 users.

Reference: **EVP1BNS**

Protective cover



For wall-mounted charging stations.

It locks user access to incoming cables.

Degree of protection: IK10

Reference: **EVP1WPSC**

Cable holder



For floor-standing and wall-mounted EVlink Parking charging stations.

It allows the cable to be wound up for easy storage.

Reference: **EVP1PH**

EVlink Cable



Several vehicle connector / plug combinations are available for charging stations.

Please refer to page 35

Electric vehicle simulation tool



It allows complete verification of satisfactory operation of the charging station and charging cable, in the field.

Reference: **NCA93100**

Specific components for monitoring and control panel



Software on SD card for Modicon M340 PLC.
EVlink Energy & Cluster Management Software

Reference: **NCA82000**

EVlink Cluster Management Software
Reference: **NCA84000**



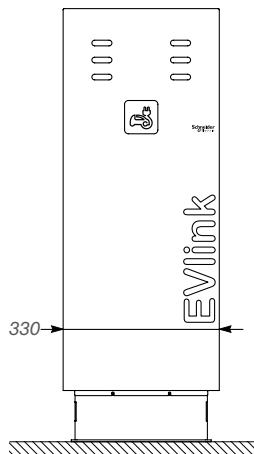
Wireless–internet communication interface, supplied with its accessories.

EVlink Supervision GPRS modem
Reference: **NCA91000**

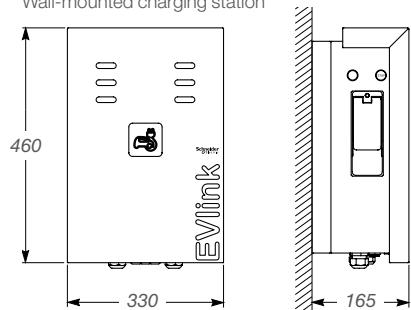
Practical information

Dimensions (mm)

Floor-standing charging station

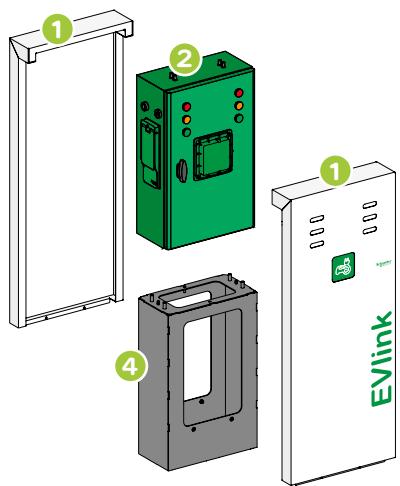


Wall-mounted charging station

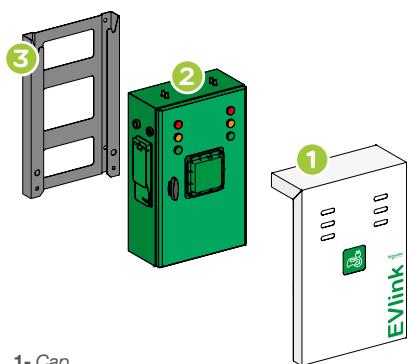


Composition

Floor-standing charging station



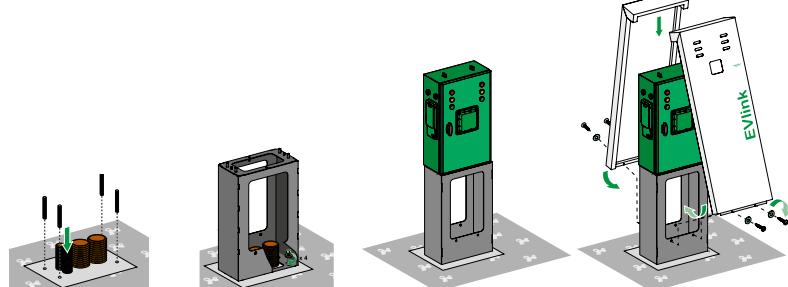
Wall-mounted charging station



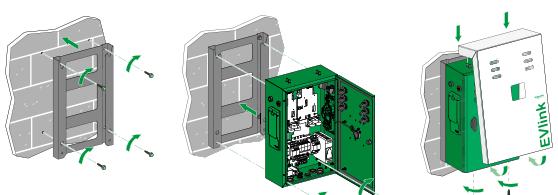
- 1- Cap
- 2- Core of charging station
- 3- Wall base
- 4- Floor base

Easy to install

Floor-standing charging station



Wall-mounted charging station



EVlink Fast Charge

In short



The choice

Range of fast charge stations

- > Standard or with additional equipment
- > 500 V direct current and/or 400 V alternating current

Cover structure

Mechanical strength, IK10

Indoor and outdoor use

High IP level: IP54, charged and uncharged

Installation

The charging stations are designed for facilities such as service stations and parking areas for business vehicle fleets.

A **feasibility study** must be carried out to assess the facility's ability to provide the necessary power, identify electrical duct routing, etc.

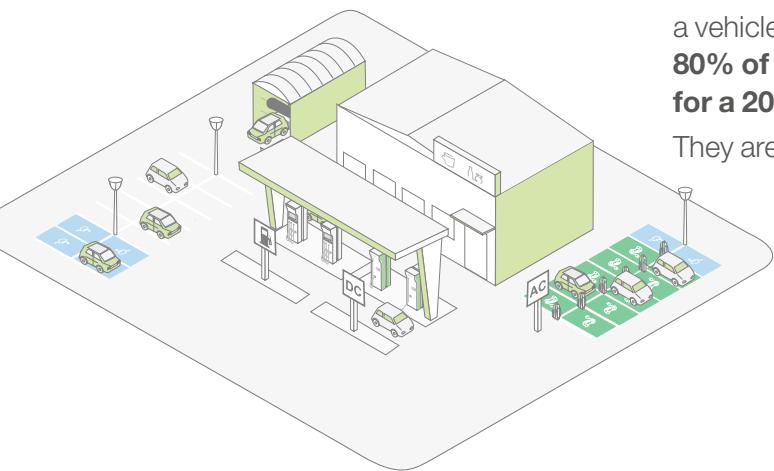
A **protection and monitoring panel** is arranged in an existing panel or created to help to ensure the optimal level of protection and monitoring for the charging station.

Application

EVlink Fast Charge stations are designed to charge a vehicle rapidly:

80% of capacity charged in 30 minutes, for a 20 kWh battery.

They are intended for service stations in particular.



Characteristics



Mechanical and environmental characteristics

- > Degree of protection (as per IEC 60529): IP54
- > Charging station dimensions (H x L x D): 2080 x 1070 x 662 mm
- > Working temperature: -30°C / +50°C
- > Weight: approx. 700 kg

Characteristics of the range

Direct current charging station

- > Charging in mode 4
- > CHADEMO type connector
- > Charging voltage/current: 500 V DC / 120 A
- > Power supply: 400 V \sim (+10/-15 %) – 80 A – 3 Ph – 50-60 Hz
- > Electrical protective devices integrated into the charging station

Direct current + alternating current charging station

- > Charging in mode 4 and mode 3
- > Direct current charging:
 - CHADEMO type connector
 - charging voltage/current: 500 V \sim / 120 A
- > Alternating current charging:
 - Type 2 connector
 - charging voltage/current: 400 V \sim / 63 A
- > Electrical protective devices integrated into the charging station

Cable length: 3 m

Additional functionalities available

- > Strengthened screen
- > Subscriber badge reading

User dialogue and data

- > 5.7' backlit touch-sensitive LCD screen for display of the residual charge and to enter the charge set point value (duration, number of kWh, euros)
- > Charge management
 - charge according to the amount in your local currency, charging time or kWh requested
 - connector locking during charging
- > Data supplied on Ethernet port
- > Data transmission
 - Operating data, status, activation/deactivation of the charging station, etc

Commercial references

Charging stations	500 V DC	500 V DC + 400 V \sim
Fast charging stations		<i>Please contact us</i>
Standard		<i>Please contact us</i>
Charging stations with special equipment		
Strengthened screen		<i>Please contact us</i>
RFID badge reader		
Strengthened screen + RFID badge reader		

Electric vehicle simulation tool

In short



Tool of the trained electrician

To check **correct operation** of a charging station

- > EVlink Residential
- > EVlink Parking
- > Any charging station complying with IEC 61851-1, by simulation of a vehicle during charging

'All-terrain' use

Robustness

- > IK strength: IK8
- > Resists falls of up to 1 m
- > IP54: closed
- > IP44: open

Easy to carry

- > Weight: 6 kg

Compatibility

Accepts any cable fitted with a **T1 or T2 connector**

Single-phase or three-phase alternating current charging



In complete simplicity...

Simulation tool connected, charging started by pressing a button, the result is visible on an indicator lamp. **A few minutes** to check correct operation of a charging station.

... and independence

Power supply via the charging cable

No internal battery, **the length of servicing operations is not limited.**

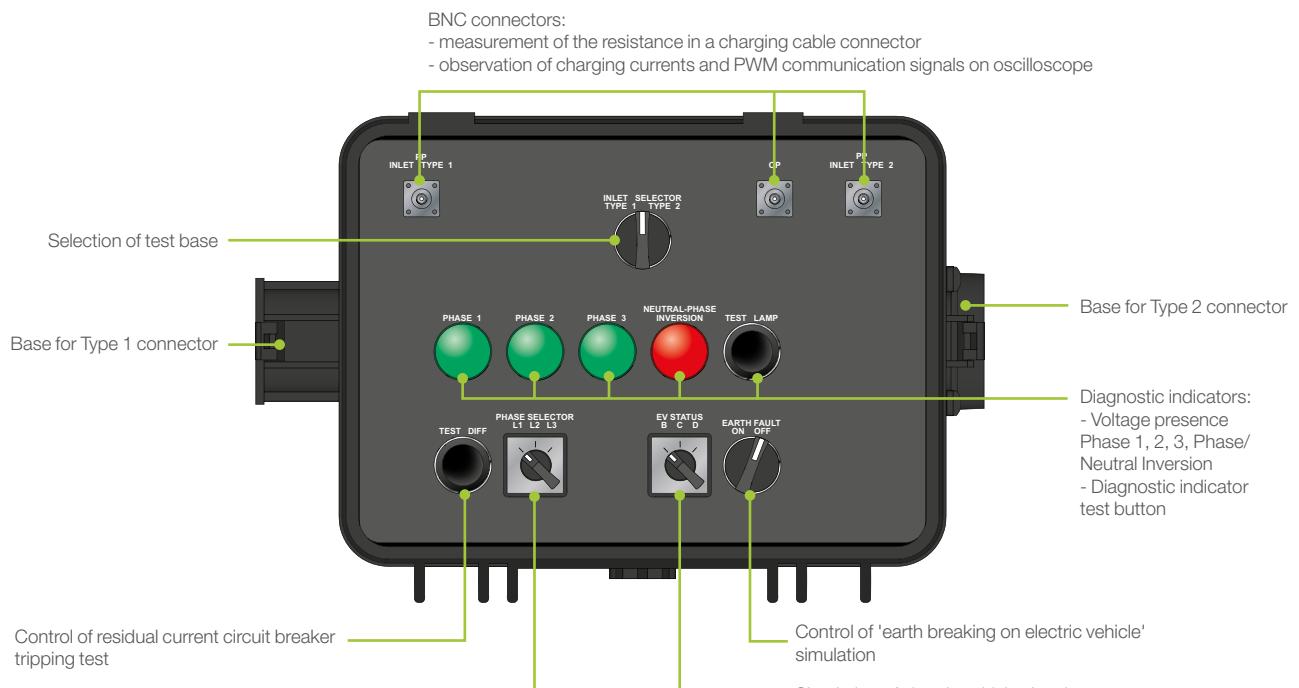
Application

The simulation tool is used to check the right charging process without an electric vehicle and with a current < 1 A.

The tests are valid on EVlink charging stations and those operating in mode 3 or simplified mode 3 complying with the IEC 61851-1 standard.

- > Test on the electrical installation and wiring upstream of the charging station (detection of absence of neutral or phase-neutral inversion)
- > Test on tripping of the residual current circuit breaker for each charging station phase
- > Check on the strength of the customer's charging cable connector
- > Check on the charging-cable pilot wire and check on the charging station by simulation of the various standardized statuses of an electric vehicle
- > Test on the charging station contactor upon the triggering of charging by communication signals

Discovery



Information during the tests

- > The signals generated by the simulator comply with the IEC 61851 standard
- > Load current in the simulator limited to the minimum value allowing complete validity of the tests

Electric vehicle simulator

Characteristics

Electric vehicle simulator



It allows complete verification of satisfactory operation of the charging station and charging cable, in the field.

Reference: **NCA93100**



EVlink Cable



Several vehicle connector / plug combinations are available for charging stations.

Please refer to page 35

Characteristics of the power supply network

- > The simulator is powered via the charging current
- > Network frequency: 50 Hz or 60 Hz
- > Earthing system: TT or TN (do not use in IT)
- > Voltages:
 - 230 V~ on type 1 connector
 - 400 V~ on type 2 connector
- > Charging current during test < 1 A

Mechanical and environmental characteristics

- > Degree of protection (as per IEC 60529):
 - closed: IP54
 - open: IP44
- > Degree of mechanical protection (as per IEC 62262): IK8
- > Dimensions (H x L x D): 270 x 305 x 170 mm
- > Weight: 6 kg
- > Left-hand base:
 - Type 1 inlet • IEC 62196 type 1 • U: 230V1 • I: < 1 A • F: 50-60 Hz
- > Right-hand base:
 - Type 2 inlet • IEC 62196 type 2-II • U: 400V3~ • I: < 1 A • F: 50-60 Hz
- > Storage temperature: -30°C / +50°C
- > Working temperature: -30°C / +50°C
- > Risk of damage to the simulator in the event of dropping at a temperature < -2°C
- > Relative humidity rate (RH): < 95%

Accessories and documentation included

- > Plasticized User's Manual attached under the cover
- > Detailed user manual (to be downloaded from the web)
- > BNC/banana plug adapter cord

Certification

- > The electric vehicle simulator complies with the IEC 61010-1 and IEC 61851-1 standards

Recommended measuring instruments for additional tests

- > **Ohmmeter:** to measure the resistance in the customer's cable connector.
- > **Oscilloscope:** for observation of signals during the electric vehicle status simulation test (signals in accordance with the IEC 61851 standard)

EVlink Cable

Characteristics



Type 1 (T1)



Type 2 (T2)



Type 3 (T3)



To be mounted on top of the wall mounted or floor standing parking charging station. 1 cable can be rolled on each side.

Reference: **EVP1PH**



Cable holder for EVlink residential charging station, it allows the cable to be wound up for easy storage. It is installed on the wall.

Reference: **NCA00100**

The charging cable is a key component

Great attention was paid to design, quality of components and assembling in order to help to prevent from overheating during charging operations.

Quality of the plug and connector and of the cable itself, as well as the quality of the assembly.

These cables must be used with charging stations with silver plated contacts only.

Main characteristics

- > Charging station plug type: T3, with silver plated contacts
- > Vehicle connector types: T1 or T2
- > Charging mode: Mode 3
- > Variant: 1 or 3 phases
- > Maximum current: 32 A
- > Length: 5 m
- > Type of cable: straight
- > Operating temperature: -30°C +50°C
- > Degree of protection (as per IEC 60529): IP44
- > Degree of mechanical protection (as per IEC 62262): IK10

Certification

- > EVlink Cable has obtained the CB test certificate issued by the LCIE test laboratory
- > CE compliant

		1 phase	3 phases	Max. current	Weight	Ref.
T3 (1)	T1	●		32 A	2.4 kg	EVP1CNS32131
	T2	●		32 A	2.5 kg	EVP1CNS32132
			●	32 A	3.2 kg	EVP1CNS32332

(1) Plug with silver plated contacts, to be used with charging stations with silver plated contacts only.

Cable holder

Compatibility	Ref.
For EVlink Parking charging station	EVP1PH
For EVlink Residential charging station	NCA00100



Managing the energy of a charging station

EVlink Energy Management

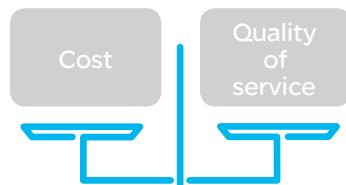
Energy management stakes

> Energy management. Why ?

Reduce investments and operating costs

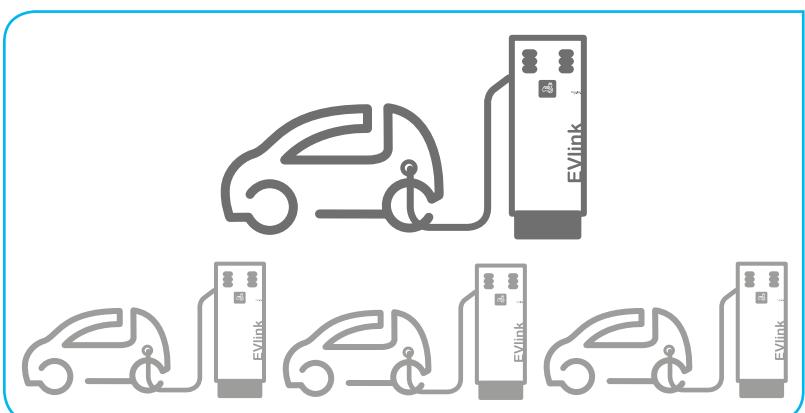
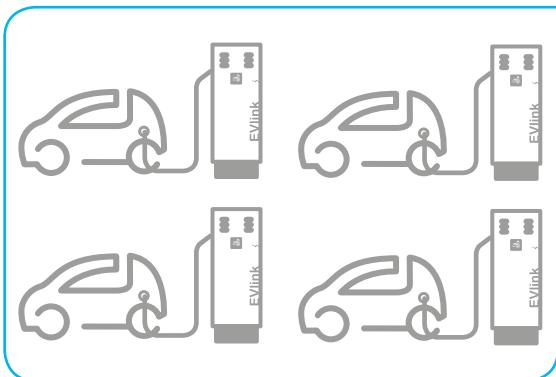
Energy management involves constantly optimizing the quality of service rendered by electrical equipment according to the criteria of:

- continuity of service, taking into account the maximum capacity of the installations;
- operating cost, taking into account the price structure of the energy supplier.



> And for a charging station, in particular?

Allowing **simultaneous charging** of the largest number of vehicles, as quickly as possible...

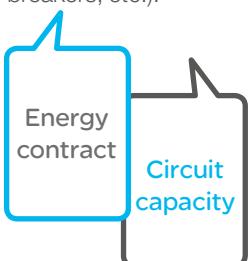


... while maintaining **charging priority privileges**, if necessary.

> How to implement energy management?

Power limit

The '**power subscription**' with the energy supplier, or the maximum capacity of the power supply (depending on the cross section of cables, the rating of circuit breakers, etc.).



Measurements

The total power demand, each charging point demand.



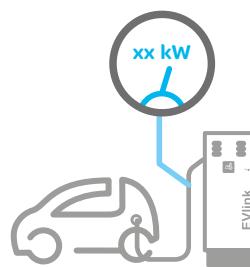
Controller

The controller performs data acquisition and run the algorithms to control total demand and power allocation to the vehicles.



Actuators

The charging stations that can execute an order and temporarily limit the current supplied to the vehicle.





In other words, energy management:

Avoids disrupting the facility, causing operating losses

When a large number of devices in the facility and the charging station are operating simultaneously, the total current is limited and does not risk causing a facility black-out.

Reduce energy and electrical infrastructure costs

The contract is subscribed to for a capacity less than that of the total loads.

The power demand is limited and does not risk leading to overrun penalties or extra costs to bolster the facility's power supply and distribution network.

Increases driver satisfaction

Each charging station supplies the maximum available energy. Valid on the station's charging points, VIP badges provide charging priority advantages for sales reps or customers.

Makes operations more efficient

Each socket-outlet is defined with a maximum power, to allow for its use and location.

The list of authorized badges is centralized to save time for updates.



Charging station fed by the facility network



This is the case for charging stations whose administrative and technical management are grouped together with that of a facility. An example is a company with a fleet of vehicles.

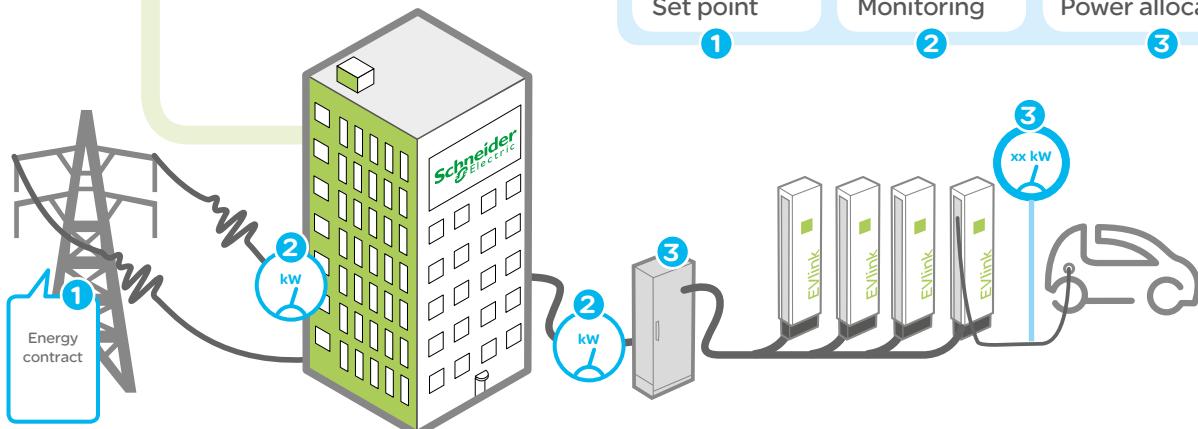
Overall energy management (facility + station) is recommended, in particular when the maximum power of the charging station (simultaneous use of socket-outlets at full power) is significant by comparison with that of the facility.

Building automation and EVlink Energy Management, complementary systems

In buildings, automatic control systems supervise total consumption and adapt the operation of certain devices to optimize consumption and consumption costs without adversely affecting work efficiency and occupants comfort.

The total consumption and that of the charging station are constantly transmitted to the charging station's controller. When this value approaches the limit set by the energy contract, the EVlink Energy Management program sends the charging stations an order temporarily limiting charging. Accordingly, the power demand from the charging stations is that actually available, not exceeding the utility contract or the power distribution capacity.

Building Management System

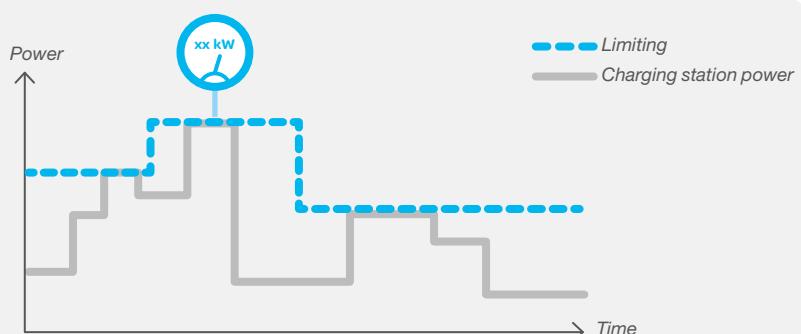


- 1 Selecting maximum power.
- 2 Metering the facility and charging stations consumptions.
- 3 Real time algorithms to allocate power to Electric Vehicles.

Power monitoring

'Dynamic power allocation':

EVlink Energy Management maximum power set point is calculated real time.



Charging station directly fed by the utility grid



The charging station's energy is supplied directly by the electricity distribution system. The installation includes a power meter and a circuit breaker set to the subscribed demand.

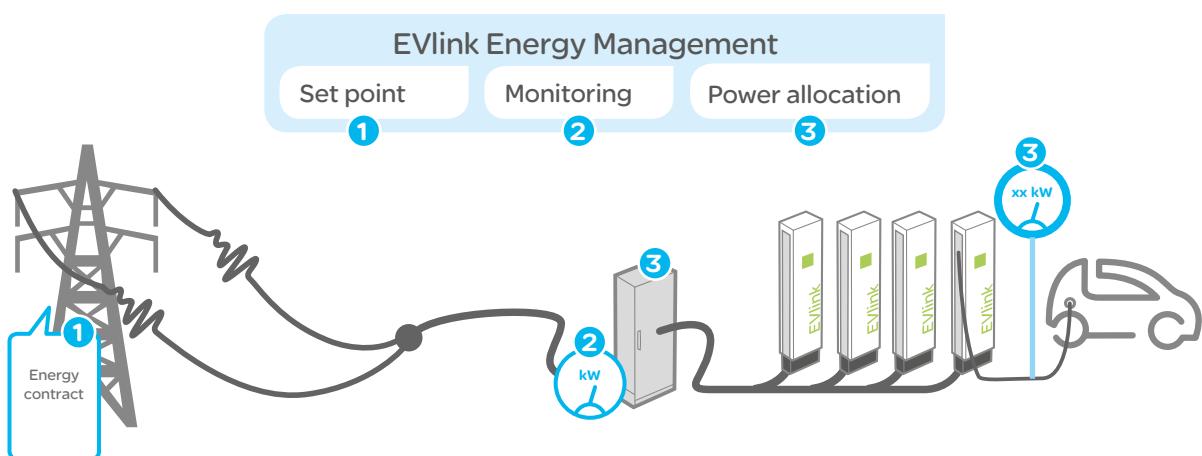
This case generally applies to parking charging stations for which management is independent from a facility. Energy management is systematically recommended to optimize capital costs and energy supply subscription costs.

EVlink Energy Management, for compliance with the energy contract

In the protection and control panel, EVlink Energy Management program loaded in the controller helps to ensure energy management.

The maximum power set point parameter is configured at commissioning, together with the charging points power allocation scenario (see description on next page).

The controller constantly monitors the charging station's total power. Based on this information, and if necessary, it can at any time activate or cancel charging station power limiting.

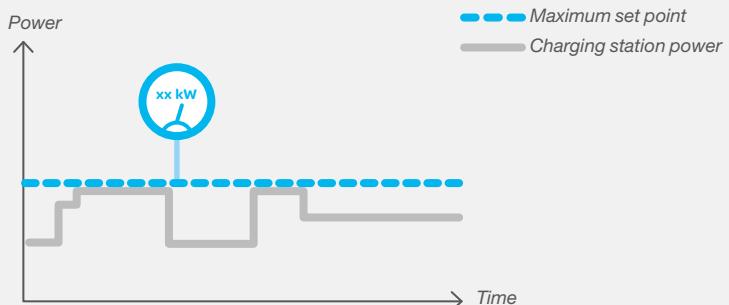


- 1 Selecting maximum power.
- 2 Metering the facility and charging stations consumptions.
- 3 Real time algorithms to allocate power to Electric Vehicles.

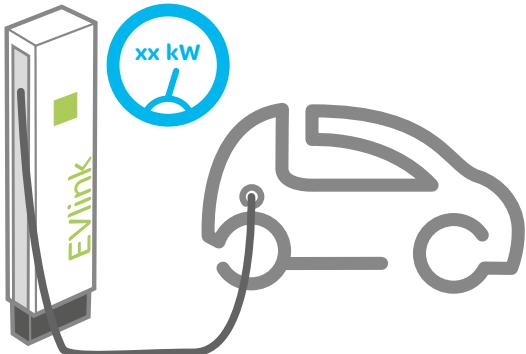
Power monitoring

With '**Static power allocation**' the maximum power set point value is equal to the subscribed demand or any fixed value.

This mode can also be adopted when the charging station is fed by a facility network. In that case the set point depends on the electrical sizing of the charging station's power supply circuit, or operational need.



Charging stations control



Each charging station has the ability to limit its output

As soon as a vehicle is connected, charging can begin, but the output can be automatically limited by the charging station:

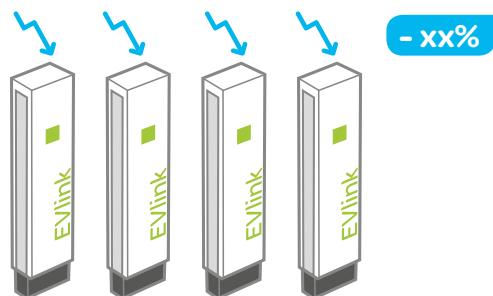
- > either to comply with constraints of maximum power of the vehicle charger, the charging cable or the charging station;
- > or upon an order received from EVlink Energy Management controller and algorithms.

EVlink Energy Management power allocation scenarios

The controller performing energy management can at any time reduce the charging station's power by sending orders to the charging points. A choice of scenarios is proposed at commissioning, making it possible to take into account varied needs related to the use of the vehicles coming for charging.

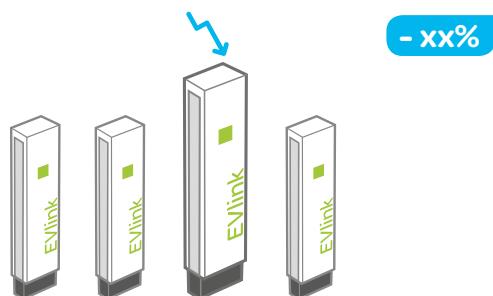
Proportional scenario

The output of each charging station is reduced by an identical percentage.
Case of charging stations for vehicles and drivers having equal privileges.



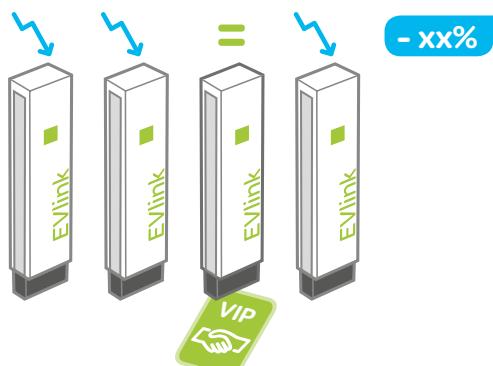
'3 kW priority' scenario

The output of the charging stations with highest power requirement is reduced first.
Case of a charging stations where the strategy is to provide the same quantity of energy to vehicles in the event of a reduction in the available power.



VIP badge privileges

The station charging a vehicle identified by a priority badge does not apply the requested reduction or only partially.
Case of charging stations with RFID badges authentication.
Charging of certain vehicles is not penalized for service reasons or to give priority to customers.



Supervising operations

EVlink Supervision

EVlink Data Access

EVlink Supervision

Supervision of charging stations

EVlink Supervision is an operations system...

It is designed to allow efficient operation of a network of charging stations:

- > centralized remote supervision and management
- > real-time management
- > directly interpretable display of analysis and statistics
- > more efficient maintenance operations.



The freedom of Cloud Computing

Schneider Electric has adopted Cloud Computing to collect, store and provide data on the connected charging stations.

Using Cloud Computing, the necessary IT resources (servers, application programs, etc.) are made available in real time via Internet.

- > Access is possible from any location via a standard web browser.
- > The charging station owner is relieved of capital costs and IT administration costs.
- > The data is backed up automatically.
- > The data for the charging stations is centralized, and access can be defined by facility, by region or for all installations.

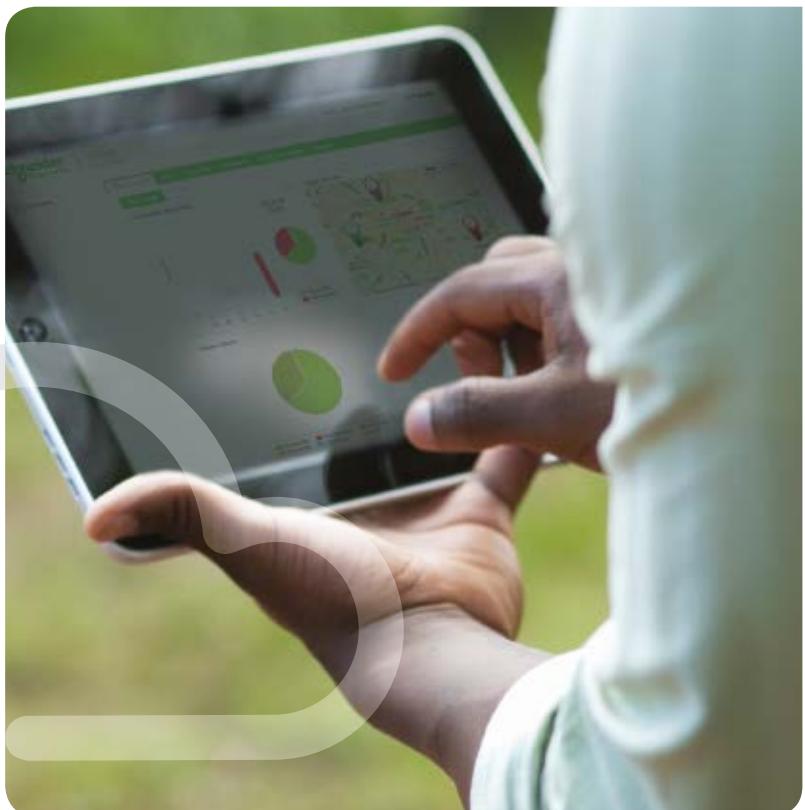


... for communicating infrastructure

The supervision servers allow operation of an infrastructure consisting of a single charging station cluster or a number of geographically scattered charging stations.

Each charging station exchanges its data via a wireless modem (GPRS).

The operating status, real time meter values and Charge Detail Records can be accessed locally and remotely with a mere web browser.



EVlink Supervision: advantages for stakeholders



Trust in the network of charging stations is enduring:

- > since problems are detected automatically, the availability of the charging stations is high;
- > updating of badge-related access rights is very fast, and valid simultaneously at locations.

The management tools are appropriate, and also adapted to multi-facility infrastructure

- > Complete visibility of the charging stations. Remote controls, activity reports, consumption analysis.
- > Maintenance information.

There is high reactivity

in management of authentication badges and consumption reports.

The cost of maintenance is reduced,

The charging stations usage information provided enhance:

- > customer satisfaction due to an improved understanding of their behaviour
- > the quality of action plans and the relevance of reporting;
- > the value of analyses to consider infrastructure changes and capital expenditure.

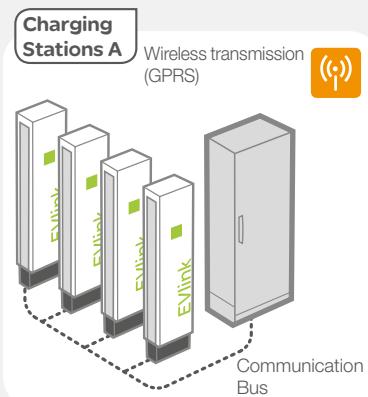
A real 'business' and 'value added' view is possible, thanks to reports allowing cost calculation and data export to your own information systems and customer portals.

EVlink Supervision

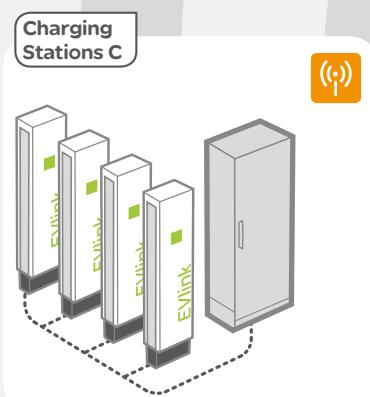
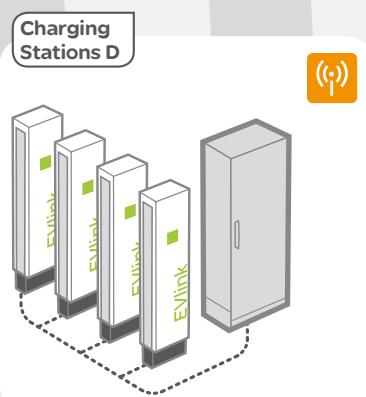
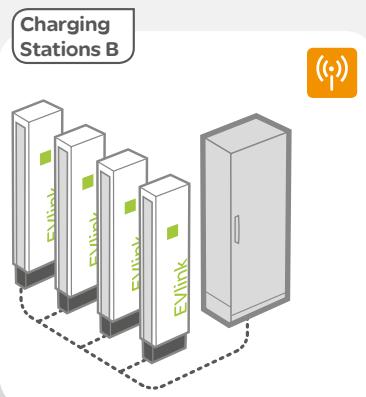
Supervising charging stations without constraints of distance

Each charging station collects information from connected charging stations and power meters.

It is connected to the communication networks via a GPRS modem.



Any PC provided with a web browser can obtain access to supervision provided that its user has the necessary access rights. The data exchanges is under control.



The data and parameters of the charging stations are stored and archived in dual data centres. This information is made available in the form of web pages, files or data streams.

EVlink Supervision features

Supervision

Be informed of the situation of the charging stations, to react

On a geographic map Check off charging stations and their status: active / no active
For each charging station, read the number of charging stations Operational - Charging / Total



Be alerted, charging station by charging station, to perform maintenance information

On monitoring screen View information, per form drill down
Know the status of communication with the charging station

On log-book Consult time-stamped events

Control a charging station remotely

Start/stop charging a vehicle
Reboot the modem

Parameters

Consult operations parameters

Electrical parameters, charging parameters

Consult and edit charging cluster information

Cluster location, site correspondents, etc.



Statistics

Monitor charging stations activity

Overall, by region or profit centre, site by site

On tables or charts, consult per day, week, month, year:

No. of charges per charging station

Total max. charging station power

Cumulative total charging station consumption



Export statistics to Excel files

For specific analysis and reporting

User management

Authorize access via RFID badge

Activate and deactivate badges

Record transactions for each badge

Consult the time-stamped charging log (badge identifier (UID), kWh)

Export operation reports

Download the file of operations for external processing using standard software (Excel, Access, etc.); sorting by period, by user, creation of spreadsheets, etc.



EVlink Supervision

The dashboard for your network of charging stations



For supervision: a clear, customizable dashboard

It covers only the information that is useful each day, grouped by theme in widgets.

A choice of several widgets is displayed simultaneously on the dashboard, while the others can be accessed by scrolling:

- > charging station location and status,
- > occupancy indicators...

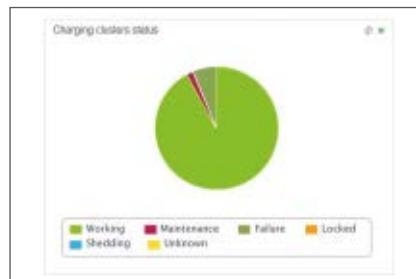
The user selects only the widget corresponding to his needs and the parameters of each widget allow it to be customized by choosing its periodicity, for example.

A choice of widgets for relevant monitoring, in real time



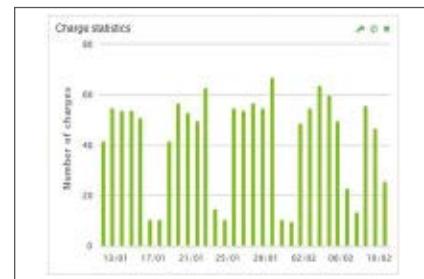
Locating charging stations and their status

For each charging station an indicator displays the number of charging stations operational/inoperational.



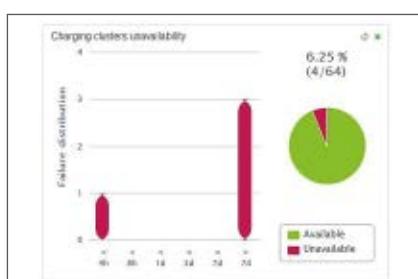
Detailed status of the charging stations

Percentage of charging stations in operation, in load shedding, in maintenance mode.



Charging station occupancy

Number of charges for the selected period.



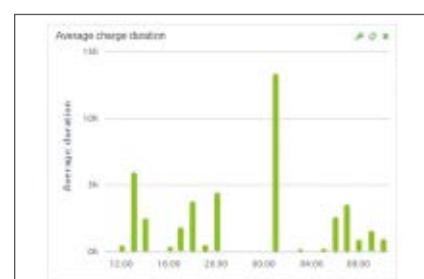
Charging stations availability

Percentage of charging stations available and unavailable, breakdown by duration of unavailability.



Occupancy rate

Charging stations occupancy indicators.



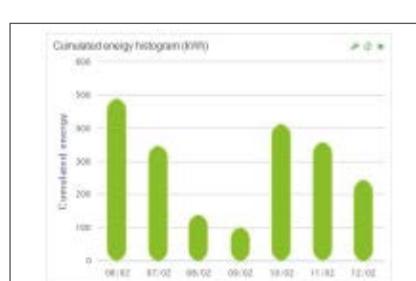
Duration of charges

Average duration of charges diagram.



Cumulative energy

Distributed to vehicles since last reset.

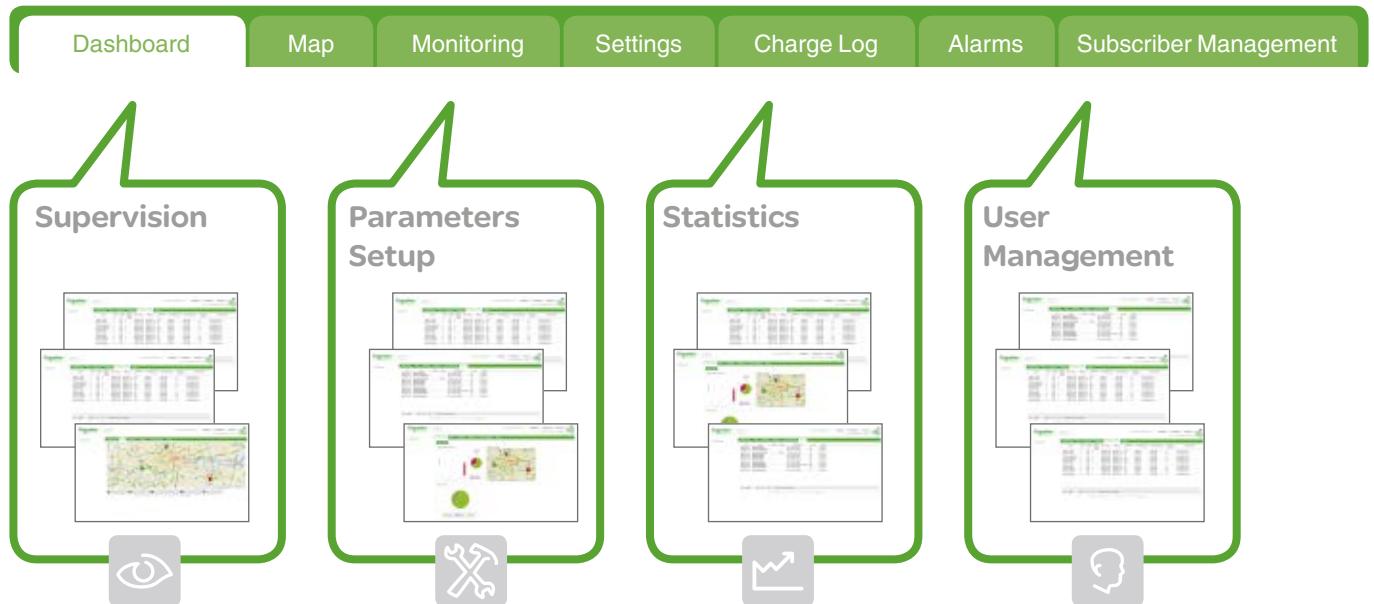


Energy consumed during charges

Statistics per day, per week, per month or per year.

Navigation via tabs

On the dashboard, tabs give access to the areas of operation.



A specific access according to the user



Identification of the EVlink Supervision user is required to help to protect data and help to prevent operations that could adversely affect operation of the installations.

The two access levels are differentiated by password:

- > **'Site administrator' access:** allows access to pages and functions, including user management.
- > **'Operator' access:** restricted access to 'Supervision', 'Statistics' and 'Parameters Setup' pages and features.

EVlink Supervision

EVlink Supervision subscription

Data collection, access to supervision

By taking out an EVlink Supervision subscription it is possible to benefit from supervision services in 'hosted' mode.

The subscription covers:

- > availability of the servers and the EVlink Supervision application
- > data collection and storage
- > access to the website via a standard web browser, for operation and users management
- > GPRS communication

It does not include the GPRS modem, the SIM card, or internet access. Access to the site is multi-station, multi-user (Administrator, Maintenance Department, Sales Department, etc.).



Confidentiality

Access to the site with password-protected and each operator has a personalized access and authorizations for consulting and modifying data.

Data communication in accordance with the HTTPS protocol helps to ensure data integrity and confidentiality.

Subscription

The subscription is taken out for a period of one to three years, renewable by tacit agreement.

EVlink Supervision Annual subscription

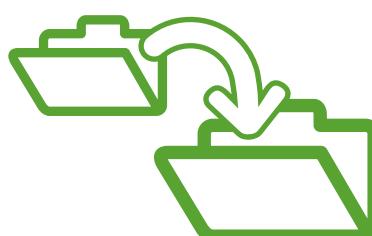
EVlink Data Access

'System to System' data delivery:

Interfacing of EVlink Supervision with management information systems

Parking operators, fleet manager, etc., may want to incorporate operating data from the charging stations in their own information systems.

EVlink Data Access is a web service capable of meeting this need.



Subscription to data downloading

The required data and their format are defined in cooperation with the customer IT application correspondents.

EVlink Data Access Provision of personalized data

Solutions for your project

'Turnkey' project

Services for designers and installers

Services for operators

Solutions for your project



Listen
Understand
Propose

Your Schneider Electric correspondent is a professional, specialized in the charging infrastructure market.

Based on the technical and economic data of your charging station project, he will propose to you the appropriate solution:

- > 'Turnkey' charging station project performed by Schneider Electric
- > Sale of charging stations and services to qualified professionals with possible support at start-up
- > Services, etc.

Preliminary
technical
audit

It is sometimes necessary to contractualize the solution proposal.

This service is essential when the power of the charging station could jeopardize the electrical infrastructure of an existing facility.

'Turnkey' project

The charging station project is proposed to you in a contractual document

The following are specified:

- > precise characteristics of the structure
- > schedule of the various project phases and a delivery date
- > technical documents submitted for operation and maintenance
- > conditions of support services

On the agreed date Schneider Electric will deliver a charging station in operating condition and allowing in-situ training of operating personnel.



The project is entrusted entirely to the Electric Vehicle Centre of Expertise.

A single correspondent for the project team, whatever the subject, commercial or technical.



Energy management and supervision are key to the expertise of project teams



Solutions

- > EVlink Energy Management
- > EVlink Supervision Energy

are generally included in 'turnkey' projects.

Services for contractors



Designers, installers, develop new competencies, get support from our specialists **to help your business increase in efficiency**



Training on regulatory aspects, electrical and communication architectures, setup, tests and maintenance for contractors

- > Charging station design principles.
- > Discovery and mastering of Schneider Electric standard architectures, charging stations, components and monitoring services.
- > **Training in assembly, operating tests and maintenance procedures.**



Technical support during projects

In case of necessity a priority access to our specialists is provided through a hotline or, on site, as a paying service.

Services for operators



Private or public parking operators, fleet managers...

Schneider Electric preserves your time and your peace of mind for uptime optimization of your Charging Station Infrastructure.



Technical monitoring: constant charging station supervision and diagnosis

If any anomaly is detected by the Schneider Electric specialists, an initial diagnosis is performed. The operator is informed, and can be guided for simple reboot operations. If necessary, the involvement of a partner firm may also be decided on.



Maintenance: preserving availability

Schneider Electric has trained a network of local installer-partners. They contribute to routine maintenance of your charging stations and perform work if necessary. They have the support of our Customer Care Centres.



Expert appraisal – advice: making the most of your charging station

Based on the activity and consumption reports our experts establish an efficiency diagnostic of the installation based on energy cost and equipment availability criteria. If necessary, operating advice and proposals for technical improvement are submitted.



EVlink

Schneider
Electric

List of references

EVlink Residential charging station

Characteristics ⁽¹⁾	References
Charging stations with socket-outlet	
3.7 kW – T3 – INT	NCA19130
11 kW – T3 – INT	NCA19330
3.7 kW – T3 – FR (supplied with electrical protection devices)	NCA11130
7.4 kW – T3 – FR (supplied with electrical protection devices)	NCA11230
Charging stations with attached cable and cable holder	
3.7 kW – T1 – INT; cable	NCA11100
11 kW – T2 – INT; cable	NCA19310
Accessory	
Cable holder, 'Residential' design	NCA00100

(1) Charging station characteristics = Power – Socket-outlet or connector type – INT: international market – FR: French market only.

EVlink Wallbox charging station

Characteristics ⁽²⁾	References
Charging stations with socket-outlet	
3.7 kW – T2	EVH2S3P02K
7.4 kW – T2	EVH2S7P02K
11 kW – T2	EVH2S11P02K
22 kW – T2	EVH2S22P02K
3.7 kW – T2 with shutter	EVH2S3P04K
7.4 kW – T2 with shutter	EVH2S7P04K
11 kW – T2 with shutter	EVH2S11P04K
22 kW – T2 with shutter	EVH2S22P04K
Charging stations with attached cable	
3.7 kW – T1	EVH2S3P0AK
7.4 kW – T1	EVH2S7P0AK
3.7 kW – T2	EVH2S3P0CK
7.4 kW – T2	EVH2S7P0CK
11 kW – T2	EVH2S11P0CK
22 kW – T2	EVH2S22P0CK

(2) Charging station characteristics = Power – Socket-outlet or connector type.

Additional offer

EVlink Management Services components	Reference
EVlink GPRS Modem	NCA91000
PLC software	
Energy and Cluster management SD card	NCA82000
Cluster management SD card	NCA84000
Subscriptions to supervision	
Annual subscription fee	NCA80080
EVlink Cable ⁽⁴⁾	
32 A - T3 T2 - 5 m	1 phase EVP1CNS32132
	3 phases EVP1CNS32332
32 A - T3 T1 - 5 m	1 phase EVP1CNS32131
Test tool	
Electric vehicle simulation tool	NCA93100

(4) Charging cable characteristics = Max current – Connector types – Length – AC charge number of phases.

EVlink Parking charging

Characteristics ⁽³⁾	References
Floor-standing charging stations	
7.4 kW – 1 x T2	EVF1S7P02
7.4 kW – 1 x T2 – RFID	EVF1S7P02R
7.4 kW – 1 x T2 with shutter	EVF1S7P04
7.4 kW – 1 x T2 with shutter - RFID	EVF1S7P04R
7.4 kW – 1 x T3	EVF1S7P03
7.4 kW – 1 x T3 – RFID	EVF1S7P03R
7.4 kW – 2 x T2	EVF1S7P22
7.4 kW – 2 x T2 – RFID	EVF1S7P22R
7.4 kW – 2 x T2 with shutter	EVF1S7P44
7.4 kW – 2 x T2 with shutter - RFID	EVF1S7P44R
7.4 kW – 2 x T3	EVF1S7P33
7.4 kW – 2 x T3 – RFID	EVF1S7P33R
22.1 kW – 1 x T2	EVF1S22P02
22.1 kW – 1 x T2 – RFID	EVF1S22P02R
22.1 kW – 1 x T2 with shutter	EVF1S22P04
22.1 kW – 1 x T2 with shutter - RFID	EVF1S22P04R
22.1 kW – 1 x T3	EVF1S22P03
22.1 kW – 1 x T3 – RFID	EVF1S22P03R
22.1 kW – 2 x T2	EVF1S22P22
22.1 kW – 2 x T2 – RFID	EVF1S22P22R
22.1 kW – 2 x T2 with shutter	EVF1S22P44
22.1 kW – 2 x T2 with shutter - RFID	EVF1S22P44R
22.1 kW – 2 x T3	EVF1S22P33
22.1 kW – 2 x T3 – RFID	EVF1S22P33R
Wall-mounted charging stations	
7.4 kW – 1 x T2	EVW1S7P02
7.4 kW – 1 x T2 – RFID	EVW1S7P02R
7.4 kW – 1 x T2 with shutter	EVW1S7P04
7.4 kW – 1 x T2 with shutter - RFID	EVW1S7P04R
7.4 kW – 1 x T3	EVW1S7P03
7.4 kW – 1 x T3 – RFID	EVW1S7P03R
7.4 kW – 2 x T2	EVW1S7P22
7.4 kW – 2 x T2 – RFID	EVW1S7P22R
7.4 kW – 2 x T2 with shutter	EVW1S7P44
7.4 kW – 2 x T2 with shutter - RFID	EVW1S7P44R
7.4 kW – 2 x T3	EVW1S7P33
7.4 kW – 2 x T3 – RFID	EVW1S7P33R
22.1 kW – 1 x T2	EVW1S22P02
22.1 kW – 1 x T2 – RFID	EVW1S22P02R
22.1 kW – 1 x T2 with shutter	EVW1S22P04
22.1 kW – 1 x T2 with shutter - RFID	EVW1S22P04R
22.1 kW – 1 x T3	EVW1S22P03
22.1 kW – 1 x T3 – RFID	EVW1S22P03R
22.1 kW – 2 x T2	EVW1S22P22
22.1 kW – 2 x T2 – RFID	EVW1S22P22R
22.1 kW – 2 x T2 with shutter	EVW1S22P44
22.1 kW – 2 x T2 with shutter - RFID	EVW1S22P44R
22.1 kW – 2 x T3	EVW1S22P33
22.1 kW – 2 x T3 – RFID	EVW1S22P33R
Accessories	
Parking cable holder	EVP1PH
Protective cover – only for wall-mounted Parking charging station	EVP1WPSC

(3) Charging stations characteristics = Power – Number x type of socket-outlet – RFID: badge reader.

'Electric vehicle' news on the website

www.schneider-electric.com/electric-vehicle

Schneider Electric

EVLink – Charging stations for electric vehicles

EV Drivers Professionals Contractors

View EVLink® range

- > Information
- > Advice
- > Charging solutions...

and much more!



Make the most of your energySM

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Publication: Schneider Electric Industries SAS
Photo: Schneider Electric Industries SAS - iStock
Printed:

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